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

Egregious Blundering.

The Protestant clergymen of Toronto who are opposing the popular demand for a Sunday car service in this city are committing a blunder. Before long they will recognize their mistake. If they sat down and calmly surveyed the situation as it exists to-day they would acknowledge their error, admit the convenience and necessity for a limited Sunday service and join with the people in safeguarding the various interests that such a service will disturb. If the clergy act as prudent men they will adopt this suggestion.

Let us see wherein the clergy are blundering.

First of all the clergy of Toronto are not unanimous in this disapproval of Sunday street cars. The Catholic clergy are in favor of the innovation and so are several of the Protestant ministers. Probably not more than two-thirds of the ministers are fighting the movement. Let us see what these gentlemen propose doing.

They wish to deprive Toronto of conveniences that are enjoyed by every city of the same size the world over. Edinburgh is mentioned as another exception where cars are not permitted on Sunday. We do not know as to that city, but admitted that Edinburgh is like Toronto in this respect, it does not effect our statement as to the unique and singular position of Toronto in comparison with the cities of the world. Wherever Sunday cars are permitted to run we find their necessity recognized, not only by the people but by the clergy. No instance can be cited where the people have once enjoyed Sunday cars and then rejected them. The cities where Sunday cars prevail would consider a proposition to abolish this convenience as the emanation of a crank. A proposition to discontinue Sunday cars in any city of the world would not receive serious consideration. A means of getting about on Sunday is recognized as a necessity all over the world—except in Toronto.

Toronto would have been no exception to the rest of the world were it not for the fact that a handful of clergymen have worked upon the consciences of their church members to oppose the idea. These clergymen are behind the movement. On them rests the responsibility of Toronto's attitude in respect to Sunday cars.

Are these clergymen of Toronto right and are all the rest of the people of the world doing what is wrong? If the whole world is wrong wherein can the Christian church boast of its influence? Is Christianity reduced to this that Toronto (perhaps Edinburgh) is the only righteous city on earth? If it is, what is the matter with the preacher in those wicked cities? Why don't we hear his voice protesting against the wickedness? Why does he sit like a dummy not only allowing his people to do what is wrong, but actually taking part in the wrong-doing himself? Surveying the whole field, we have come to the conclusion that the rest of the world is right and that Toronto's handful of ministers are wrong. Isn't that so, citizens?

Again, the clergy of Toronto are committing a blunder, because they are laying themselves open to ridicule through their egregious inconsistency. They denounce Sunday travel and yet they employ servants and horses to drive themselves. They say it is wrong to have restaurants open in the parks on Sunday, and yet they take holidays in summer and demand the attention of many servants on Sunday themselves. The rich attend church in carriages and yet this clergy does not denounce them. The clergy, at least many of them, make Sunday a day of labor for their servants at home, while they denounce all kinds of labor from the pulpit. If the ministers only knew how strongly this argument of inconsistency fixed itself on the popular mind they would do something at once to counteract it: either allow the people the same latitude as they enjoy themselves, or else denounce the use of carriages from the pulpits, refrain from using carriages themselves, allow their servants freedom from toil on Sunday, and generally to live up to the letter of the law as they publicly interpret it.

The next mistake the clergy is making is their austere interpretation of the Sabbath day. They can produce no authority to show that we should follow the customs that prevailed under the Jews in the celebration of their Sabbath. They can produce no authority to show that Christ intended the Sabbath to be kept in the austere manner they prescribe. Our present Sabbath is more of a human than a divine institution. The clergy of Toronto are making a mistake in imposing on the people by the exercise of priestcraft. If they would have the people believe in the New Testament they ought themselves to have implicit faith in it. They seek to make a law unto themselves. This weakness, like their inconsistency, has a wonderful effect on the popular mind. The clergymen open the doors of suspicion, leading people to believe that they are not candid in their interpretation of the scriptures. The present Sabbatical idea is not maintained on its own merits, but is buoyed up by priestcraft pure and simple.

If, as we contend, and as many ministers themselves admit, the running of cars on Sunday is neither a religious nor an irreligious act, then the clergy of Toronto are blundering in taking sides in a matter that is purely secular. Sunday cars is a question affecting workingmen principally, and (if the religious aspect be eliminated), the clergy have little business in taking sides on a question which does not concern them. As The Globe pointed out yesterday, about the only point worth discussing in regard to the Sunday car movement was as to adequate provision being made that no employe of the company should be permitted to work more than six days a week. The religious aspect of the case being considered as eliminated, that is what the question has now simmered down to. This is not of sufficient importance to warrant the clergy taking sides and using their pulpit in a purely secular matter.

Cars will run in Toronto on Sunday in the near future. They will probably be running within two months. It may possibly be two years before the innovation is decided on. But coming they are, as sure as fate. The clergy is powerless to stem the tide. Subsequent events will prove how futile their efforts have been. Instead of setting up a man of straw and fighting it, the clergy ought rather to be straightening out the vital principles that underlie the whole structure within which they dwell. We commend them to settle the Briggs controversy and the Campbell heresy case. These issues are of ten times more importance to the church than is the running of street cars in Toronto on Sunday.

The Dog Tax on the Metropolitan.

Editor World: I have a little grievance I want to ventilate, viz., the Metropolitan Street Railway, North Toronto, and as I prefer your paper to any other in the city I hope you will publish the following: On last week I had occasion to utilize the Metropolitan Street Railway on three different occasions. On my first trip I had two small dogs with me, both chained together. Not knowing the rules and regulations I enquired of the conductor was it possible for me to take the dogs on the front platform. It was all right providing I paid for them. I paid five cents for them going out. On my return trip I paid five cents each: that was all right. Well, on my next trip the day following, I paid 5 cents each for the dogs. And when homeward bound, it seems the superintendent was on board, who gave distinct orders to collect 10 cents each for the dogs. Now, here is just where the grand kick comes in. I will pay what is right every time. But I do certainly think it is not just or proper to have to pay double on the same day to suit any man's whimsical ways, simply because he is superintendent. If the company's rules were so it would be all right. And another little item: he might have been a little more particular in his language. W. R. ANDREWS.

Of Interest to All Travelers.

The New York Central and Hudson River Railroad Company has issued the fourth book of the Four-Track Series, or "Health and Pleasure on America's Greatest Railroad," a publication which is not only one of the handsomest works of the kind ever gotten out, but is full of information for the summer tourist who wants to go somewhere and does not know how to take the initial trip. This book of over three hundred and fifty pages tell the traveler about all the places that he is most anxious to see, shows him how they look, and explains the best way to reach them. There are three hundred pen and ink sketches and wood engravings, and the letter-press is furnished on the principle so that he that runs may read. The wonderfully varied scenery of New York State is not alone described and portrayed, but the far West, and even "A Trip to Japan" are included. Beaconsfield's maxim, "Travel is the greatest source of true wisdom," is the motto of the book. A copy will be sent free to any address upon receipt of five two-cent stamps, by George H. Daniels, General Pass-nger Agent, Grand Central Station, New York.

The New Rabbi Has Arrived.

The Rabbi Lazarus has just arrived from London, England, to take the place of Rabbi Elzas here and will immediately commence his duties. He comes highly recommended from his former station. He is accompanied by his wife, a highly accomplished lady. It Rabbi Lazarus and his wife create as good an impression on the Jewish and other denominations in Toronto as they did on the Sardinian, in which they crossed to Montreal, they will be very popular indeed.

Pelee Island Wines.

Pelee Island has come to the fore so far as grape-growing and wine-making are concerned. Its situation as the most southern point of Canada, and situated in the middle of Lake Erie, enables the Catawba, Isabella and Virginia seedling to ripen to perfection, an impossibility in any other part of Canada. The first vineyard was established in 1866, and for the past 18 years the well-known wine firm of J. S. Hamilton & Co. of Brantford have been sole agents for the entire product. In 1887 the Pelee Island Wine and Vineyards Co., Ltd., was established, and a fine three-story stone wine house erected, which, with its two towers, makes a fine appearance from the lake. Capt. J. S. Hamilton was elected president, a position he still holds, and Messrs. J. S. H. & Co., appointed sole general and export agents. Their Dry and Sweet Catawba, Isabella, claret, ports and sherries, are excellent wines, while their registered brand of Communion and Invalids' wine, "St. Augustine," has a large sale throughout Canada. These fine wines are now being successfully introduced into Great Britain and the West Indies.

Lorne Park Excursions.

Yesterday the St. Philips' Church Sunday school and the Broadway Church of Christ Disciples Sunday school had their annual excursions to this park, going by the steamer Greyhound. They had a delightful time, and the steamer made an extra trip, leaving the park at 9.30 p.m., so as to give the large number who went out on the morning trip the pleasure of spending the evening at the park.

To Columbian Exposition

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

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

Tested.

St. Leon Mineral Water has been tested by expert physicians and the general public. It continues to flourish, increasing in consumption from year to year, the contents of over two million bottles being consumed in 1892. Numerous other waters appear on the market but soon drop into oblivion. St. Leon is just as represented—always relieves, never irritates—and is harmless and safe as milk. 36

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

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

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

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

E. A. Goodman,—

380 Yonge-street, Toronto, has the genuine Membray Kidney and Liver Cure in stock, and the price is $1 per bottle. Blood Pills 25c a box 8

THE SUNDAY CAR QUESTION.

Continued from First Page.

ment had given a favorable reply, the only condition they attached being that they should receive assurance of satisfactory support from the public should they run a Sunday service.

Rev. Dr. Mungo Fraser, pastor of Knox Presbyterian Church, expressed himself as greatly interested in the question generally. When the cars were running here, I certainly did not notice any objectionable features; of course, there were very few cars out, and they ran very seldom, but it appeared to me a harmless innovation, and I certainly am not prepared to say it did any mischief, for I don't think they were used to any extent by other than church-goers. The whole question seems to me to be one of conscience. Christ's Church is not of the world, and cannot be governed by the same laws, as it seems to me that if the world wants its cars it should have them, but I would not patronize them. I am not at all satisfied that our Savior would have objected to the Romans or the Greeks running a car service on the Sabbath if they wished, but I don't think he would have used it. Man is a freewill agent, and just so much as you curtail his personal responsibility and circumscribe his actions, to just that extent do you deprive him of that freedom of individual personality and conscience the Creator intended him to have and to exercise.

As Rev. E. M. Bland, rector of Christ Church Cathedral, is away I looked up his assistant, Rev. R. W. E. Wright, M.A., and found him very willing to talk upon the matter under consideration. Without the slightest hesitation he assured me he was heartily in favor of restoring the Sunday service. "You see," said he, "Christ Church is one of the oldest in the city, and was built away down town, on a site which is very out of the way to-day. A number of our people have attended there all their lives. They have been baptised, confirmed and married there; their children have been baptised there, and some have listened to the last sad rites of the church read over their beloved dead within its sacred walls. But circumstances have taken them away from the locality, and why should they be told: 'You must go to some other church now if you can't walk or hire a rig'? A street car service would lessen the livery business, and, as one of our prominent members pointed out to me only the other day, not a few coachmen and stablemen would be relieved from duty, too."

"But," I objected, "the company say they cannot make a partial service pay. Are you in favor of a full Sunday service—say from 9 a.m. to 9 or 10 p.m.?"

"I am," he replied, with emphasis. "You see, I have lived for many years in Montreal, where they have always had a Sunday service. There large crowds use the cars every Sunday, and liberally patronize the island and other suburban resorts. I have noticed no signs of a deterioration in public morals as a result. There is no attempt to open saloons or stores, and a drunken man is seldom seen on the Sunday. Understand me, I am wholly against the introduction of the American or continental Sunday, but I see no sufficient reason for declaring that this change would be 'the thin end of the wedge' at all."

Mr. W. T. Ramsay was up to his ears in work in the office of the Canada Life Association, but he stayed long enough to assure me most emphatically that he was for Sunday cars every time. You may say I am favorable to the granting of all privileges to the masses. Why should the classes have it all their own way? The people were well pleased before, and why not give it to them again and give them an all-day service, too? You folks are altogether too goody-goody in Toronto, and if your choirs are well attended they would be still better patronized if you gave people a breath of fresh air in between. Yes, I'm right in line for the cars and so are nearly all the boys in the office, and most of us have signed a petition to that effect.

The Lambton Green Pond Incident.

Hamilton Herald: If the Sunday car question ever comes to a head in Hamilton it will be interesting to find out which of our city preachers will put up with a cold dinner on Sundays in order to let their families and servants have a day's rest.

Hamilton Herald: The Toronto World has succeeded in turning the tables rather neatly on Rev. Dr. Langtry, who is one of the loudest and most vigorous opponents of Sunday cars in Toronto. On Sunday he slashed out on the car question in a particularly emphatic manner, rehashing the moth-eaten arguments in support of "Sabbath" observance, and saying, among other things, that the day should be an absolute day of rest "for man and maid"—mark the words. The World sent a reporter to interview Dr. Langtry's cook and find out how Sunday was spent in the clergyman's home. It turned out that his cry for a day of absolute rest was simply so much pulpit palaver, for he had enjoyed a hot dinner consisting of roast lamb and mint sauce, green peas, potatoes and tapioca pudding. The dinner was followed by high tea at 5.30. The cook told the reporter that she had to work harder on Sunday than on any other day in the week, and found it almost impossible to get to church. After such a crushing exposure of his inconsistency, to speak of it mildly, Rev. Dr. Langtry should consider the advisability of running out doors and jumping up into the air.

Hamilton Spectator: Dr. Langtry—he who preached that much-talked-of sermon in Hamilton recently—is strongly opposed to Sunday street cars and has had much to say about the day of rest. The Toronto World has been interviewing his reverence's cook and finds that the kitchen lady is worked so hard on Sunday that she can't find time to go to church and hear her master's opinion of Presbyterians more than once a month! There are a great many Sabbatarians of the Langtry order.

An Open Letter to Dr. Caven.

REVEREND SIR,—As a citizen of no mean city I ask why you, a divine, cast a stigma on the fair fame of her escutcheon, "Intelligence, Integrity, Industry?"

Will you kindly define "the train of evils" you say will follow the adoption of Sunday cars? Will the intelligence and uprightness of her citizens who practice at the bar, on the bench, or at the holy altar, be demeaned? Wherein will it effect the integrity and industry of her merchants and their employes? How will it effect the sobriety and love of law and order in her artisans and laborers that so justly places them at the head of all similar wage-earners on this continent? Reverend sir, kindly answer, and will you also, for your colleagues, tell us wherein we resemble those modern Sodoms and Gomorrahs they liken us to?"

The question is one of God's pure air and sunlight for the poor, giving the multitude an opportunity of visiting those beautiful parks and cities of the dead on the outskirts of Toronto; it is based on the broad principles of Christianity laid down in the golden rule, and should not be measured by the narrow doctrine of Calvinism or other dogmas. Awaiting your reply,

I am, reverend sir, yours respectfully,
C.F.G.

The Jews Can Vote On Sunday Cars.

Editor World: I would like to correct a couple of statements in a communication in Monday's paper signed by E. S. (1) That Sabbath is over at 6 p.m. (2) That we would be debarred from voting if the polls were not kept open till 7 p.m., and that we have only about 300 votes in the city. Now, if E. S. is an orthodox Jew, he will keep his Sabbath from sundown Friday till sundown Saturday, which at the present time is after 7 p.m., during which time we cannot do any writing, but we will not be debarred from voting, and I trust not one Hebrew who is in favor of the Sunday cars will by any pretext whatsoever keep away from the polling booth, but go as early as convenient and vote by asking the deputy-returning officer to mark his ballot, which by law he is bound to do, thereby not breaking the Sabbath in any way. My friend E. S. is far astray as to the number of Jewish votes. There are in this city, in Wards 3 and 4 alone, about 600 votes, without counting a heavy vote in Ward 2. A great deal of the argument against Sunday cars is that the men in the employ of the street railway will be kept from church. Mr. Editor, I can at any time get a sufficient number of men to run the cars on Sunday who at the present time have only five days in the week to provide the necessaries of life for their wives and families, keeping one Sabbath commanded by God, which they believe to be right, and one commanded by gentlemen in blue suits and brass buttons, which is forced on them. Now, these men can be got to run these cars, and there will be no interfering with law or with man's conscience, as the Jew already keeps the seventh day as a Sabbath, and he is free to labor on the first day of the week to enable him to earn the wherewithal to keep his family and to educate his children to be good and true citizens of the country of his adoption. L. GUROFSKY.

The Age Has Changed.

Editor World: All praise to The World for the noble and Christian arguments they are advancing for Sunday street cars. Go on in the same path and you are bound to succeed. Intelligence will always weigh in the balance, against bigotry and hypocrisy, and I have no fear of the result on election day. I am 42 years of age, and can first remember the tirade against Dr. Norman McLeod in his advocacy of Sunday trains. He was reviled and hissed on the streets for the stand he took on the question. To-day his opponents place wreaths on his grave, wreaths of honor for the noble stand he took, and when he died, he died beloved by his Queen, and a nation shed its tears over his grave. Born and brought up in the "Auld Kirk of Scotland," near the trees that moved over the birth of the late A. Mackenzie, I need not say that the Calvanistic doctrine reigned supreme. Whistling on the Lord's Day was then a crime, peeling potatoes or brushing boots was like committing murder. Now we live in an enlightened age and all is changed, except in the Northern and Western Highlands, where parsoncraft and priestcraft is dominant.

I am trespassing too much on your good nature, but I would like to give you a quotation from the Rev. Dr. James McGregor, first minister in charge of St. Cuthbert's Church in Edinburgh, and once a guest of the Marquis of Lorne when Governor-General in Canada. In a trip he made to the Continent, through and as far as Rome, he stated from the pulpit that "he had seen more drunkenness in the streets of Edinburgh on a Saturday and Sunday than he ever saw in the streets of the Continent of Europe." I myself have crossed from the great St. Lawrence to the snow-clad mountains of the Mighty Pacific 116 times, and in Victoria and Vancouver, where cars run and saloons kept open all day, I have seen more drunkenness in Toronto and the Sabbath Day worse kept than I ever saw it on the Pacific slope.

I would not have taken up my pen to indite this letter were it not that I know I echo the sentiments of the large majority of our commercial gentlemen in Canada, a body of gentlemen with intellect and experience in traveling through the world, and a body of gentlemen who can think for themselves and conduct themselves as gentlemen in any assembly in the world.

A SCOTSMAN AND COMMERCIAL TRAVELER.

A Question for the Ministers.

Editor World: I would like if some of the good ministers, who oppose the running of Sunday street cars, would point out to me what sin I would commit by riding in the street cars on Sunday.

I notice in your valuable paper that you bring forward texts from Scripture showing that under the Christian dispensation the Sabbath is made for man. And surely if there is anything stated in the New Testament or any other part of Holy Writ, now is the time for those who oppose Sunday cars to bring it forward.

Seeing that those ministers who oppose the Sunday cars ride in coupes and carriages on Sunday to the Central Prison and elsewhere, and that even one of the aldermen, who opposes Sunday cars, does not deny that he rides in his buggy on Sunday, it appears to me that these men are manifesting anything but a Christian spirit when they deny the right of street cars to the poor on Sunday, without bringing forward the authority of Scripture to support the position they take.

Surely this is not asking too much from those who oppose Sunday cars on religious grounds. It appears to me that if the Jewish Sabbath was intended to be observed in this dispensation the Lord Himself when in the flesh would have said something in support of it. Instead of that, however, we find Him saying something to show that the Jewish Sabbath was abrogated at the beginning of the Christian era. Statements to the same effect seem to be made all through the writings of the apostles.

Now if those good friends still continue to oppose Sunday cars without advancing one word of Scripture in support of their opposition, surely they must see that they are wittingly or unwittingly putting themselves in a false position. It might be well for them to remember the words of our Lord regarding those who bind heavy burdens grievous to be borne and lay them on men's shoulders, but they themselves will not move them with one of their fingers.

ONE WHO WALKS TWO MILES TO CHURCH.

Would Like to Visit His Relatives.

Editor World: Great interest is taken in the Sunday car question in places outside of Toronto, and the weight of sympathy is with those who want the additional service.

Many of us having relatives in Toronto would be delighted to have the opportunity of seeing them, going up Saturday night and returning Monday morning if we could get around Sunday, but apart from this we think the working classes of the city should have every facility provided them for getting to the fresh air, be the day Saturday or Sunday, and congratulations will be in order if this much-needed reform is brought about by the peoples' vote next month.

Your correspondents, Mr. Editor, dwell on the pleasures of a summer Sunday's outing in park and country, and the good to be derived in this way cannot be overrated, but for a tonic, mental and physical, give me Humber Bay in the late fall, when the waves are rolling in under pressure of a sou'wester, or High Park on a sparkling January day when the trees are weighted down with their robes of white. Try it, ye tired mechanics or men of business worries, taking the children with you, and you'll find a consolation in it that you've failed to get from priest or presbyter in the many years you have attended church. B.S.

A Kitchenmaid's Story.

Editor World: You struck the nail on the head in the case of Mr. Langtry, the preacher. But he is not the the only one gone astray. How many of the ladies who are making such a fuss about Sunday cars and praying that the editor of The World may be struck dumb are unfair to their servant girls, who insist upon hot dinners on Sunday, who do not let the girls get to church twice a month, and in whose house Sunday is the hardest day of the week. I would suggest that all we servant girls in the town keep track of those of our mistresses who are over-zealous in this matter and see if they are as careful of resting their cooks at home as they are of the street car men and the other sons of toil.

A KITCHENMAID.

Notes.

Mr. H. Warren of Wellesley-street, Toronto, says he was in Derby, England, last year, where every Sunday afternoon a line of busses runs to and from the cemetery (about the distance of Mount Pleasant) and he used the service to visit his parents' graves. Derby is one of the best kept towns in England.

TORONTO'S VETERANS

Will Be Present at the Re-interment of Some Lundy's Lane Soldiers.

At the regular monthly meeting of the Army and Navy Veterans, held last night with the president, Alexander Muir, in the chair, a communication was read from the Rev. Canon Bull, president of the Lundy's Lane Historical Society, inviting the Veterans to be present on the 25th inst., at the re-interment of the remains of some of the soldiers who fell at Lundy's Lane.

The remains will be interred in the old soldiers' cemetery. It was also requested that the pallbearers for the occasion be selected from the Veterans. It was decided unanimously to accept the invitation, and a cordial invitation is extended to all army and navy veterans in Toronto to accompany the society. The Army and Navy band will be present. President Muir was instructed to see what arrangements could be made with the steamboat and railway companies for special fares.

The auditors' half-yearly report was presented and showed a balance in the bank of over $700. John Nunn, chairman of the Sick Committee, was instructed to take $5 to one of the members who is very ill.

The Veterans' band will give a public concert in Clarence-square on Thursday night.

Whose Body Is It?

Below is a description of the body of an unknown man found on the south shore of the Manitoulin, July 3. The body drifted ashore on a piece of pilot house about 5 x 7 feet. It would be supposed by the way the body lay that the man was alive when driven ashore. There was nothing found on the body to identify him by. Description: Age about 25 years, height about 6 feet, weight about 175 lbs., light hair, had on a black suit of clothes with blue overalls, blue necktie, with white strips, grey underclothing, had on one rubber boot with cotton sock, and wore a suit of oilers; a pocket knife was found in vest pocket. Further information may be had from H. Smyth, Silver Water P.O.

Jottings About Town.

Fire did $5 damage to a shed in rear of 168 McCaul-street at noon yesterday.

For the theft of a shovel from L. Leminski, York-street, Joseph Pickins was yesterday sent to jail for 40 days.

W. E. Tibbits, baggage agent at the Niagara Company's wharf, yesterday rescued a boy named Adams from drowning.

The Toronto & Scarboro Railway failed to run yesterday on account of a failure of the power supply.

Eighty of the boys of the Mimico Industrial School, who have earned good conduct marks, are on their holidays.

William J. Dance, an old offender, was yesterday committed to the Central for four months on a charge of breaking into premises in Lombard-street.

Yesterday in the suit of Norris & Carruthers, grain merchants, against the C.P.R. for $2500 for loss on shipment of wheat, the court orders the trial to be held in this city in place of Hamilton.

Edward Cleland, 99 William-street, was taken into Bingham's drug store yesterday afternoon suffering from a well-punched head. He stated four men had assaulted him in Adelaide-street west.

Yesterday afternoon the Sunday school of St. James' Cathedral, including the choir and their band from the George-street Home, in all about 500, went on an excursion to Weston.

Chief Ardagh yesterday morning ordered the flags on the various fire halls of the city to be hoisted at half mast as a mark of respect to the memory of the brave firemen who lost their lives in the fire at Chicago.

Frederick G. Swales was yesterday committed to the Central Prison for three months for larceny of goods from a miniature store, and for defrauding a Church-street merchant out of a pair of shoes and a pair of slippers.

At St. Patrick's Church yesterday Miss Ellen Connolly of Toronto and Duncan McRae of Brechin, formerly a fire hall of the city police force, were married. The bride was supported by her cousin, Miss Burk, and Mr. Donty acted the part of best man.

Surrogate Court proceedings took place yesterday in the estates: John Kerr, accountant, $52,009, of which $13,422 is in real estate; Miss Sarah Kerr, sister of the above, $13,508; Mrs. Jane Adams, $300; Mrs. Mary McCallum, $1435.

The coming Saturday hop at Hotel Louise, Lorne Park, promises to be a very pleasant affair. Several of Toronto's belles will be present. The Grand Opera House Orchestra will play a special program, consisting of the latest popular airs.

A mass meeting of Toronto Methodist Young People's societies will be held on Thursday evening next in the lecture room of the Metropolitan Church to receive reports of the two big conventions at Cleveland and Montreal.

Jennie McCoy, the young woman charged by Bert Randolph, colored, York-street, with the theft of a scarf pin, was yesterday discharged. She told a shocking tale of her relations with Randolph, who is now in jail for assaulting her.

Patrick Eddis, who gave his address as the Old Fort, and William Mason, 196 Wellington-avenue, are lodged in No. 5 Police Station, charged with robbing the till of James Lowe, 1114 Queen-street west. Detective Verney made the arrest.

James Curry, real estate agent, 19 Adelaide-street east, will appear in the Police Court this morning, charged with having fraudulently indorsed Bartlomew F. Richilieu to sign a deed of certain real estate in Virginia. The complainant is John Richilieu, 5 Brighton-avenue.

The Caledonian Society's annual excursion is always an enjoyable affair. It will be particularly so this year, as not only will Niagara Falls be visited, but the excursionists will have a trip over the new electric railway, which will enable them to see beauties of scenery they have never seen before. Diuna forget Thursday's trip.

Bert Regan, 145 Yorkville-avenue, was taken to No. 5 Police Station yesterday, charged with stealing a sum of money from Mr. Black of Yorkville-avenue. Regan is also charged, in conjunction with John Costello, with stealing a valise containing money from the residence of Joslan Purkiss, 31 Avenue-road. The lads were arrested by Acting-Detective Harrison.

Yesterday morning Peter Martin, a lad employed in the waiting room of the Dominion Brewery, along with some companions was fooling with some of the machinery when he became entangled in a chain and was drawn up to the ceiling. His hands got caught in a cog wheel, crushing his fingers. When he became disentangled he dropped to the floor, breaking one of the smaller bones of his shoulder. He was taken to Dr. Noble's office in King-street, where his injuries were attended to and he was sent home.

At 4.35 o'clock yesterday morning fire was discovered in the premises of Nolan & Co., tailors, 89½ Yonge-street, by Nightwatchman Burrows. The central sections of the fire brigade were soon on the scene, and the fire was speedily under control. The damage to the building will cost about $150 to repair, and the firm estimate their loss by fire, water and smoke at $300. Great credit is due Mr. Burrows for his promptness in giving the alarm, as very valuable property was thereby saved.

Severe Abscess Cured.

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

FLORENCE M. SHAW, Solsgirth, Man.

TORONTO 30 YEARS HENCE.

GRAND MUSEUM.

Description of the "Curiosities" By The Old Superintendent.

"Would you kindly tell me what this building is used for?" This question was put by a country-looking chap to an old man who stood at the entrance of a massive building in Queen-street in the year 1923. "Why, my dear fellow," came the answer, "this is our great celebrated and only Toronto Museum, established 1896, just 27 years ago. I'm superintendent—used to be an alderman—a daisy at things of this kind, so they gave me general supervision and management of it. You see that grand oil painting?" continued the old man, as they passed into the large hall of the museum, "Well, that's what this place was going to be. Started in 1887 as court house and civic buildings; after four years' work and five years' law, they took my advice—converted it into a museum. Lots of material—good position—no opposition. Now, look at that group of plaster heads; that's not plaster—it's putty. Twenty-five putty heads, and you have images of the cleverest and brainiest men who ever adorned a council chamber—Council 1893—names emblazoned with gold in the history of the city. See that 'beaut' of a water sketch? Ashbridge's Bay! Thousands and thousands of dollars dropped there—dredging and fixing her up—finally left it to Nature, and you bet Nature is working at her yet. That painting beside it, with all the bridges, channels, factories, stone-hookers and summer villas in the distance; well, that's what they intended to have done with it, only they left it to Nature. Good thing, too—or this might have been a poor house. You are looking at the photos along the side, covering all that space! Innocents killed by the electric cars during first twenty years. Cars had right of way. All changed now—cars have right of way—after we get out of the way—see? Oh! you're interested in that long row of names. Yes, that's the list of those who voted on the Sunday car question, 1893; 22,000 for cars running—2200 against. Came near stopping Sunday cars though after that vote. Proved dead men, lunatic and 'left-the-country's' had voted—said we had raised the dead, enlightened lunatics and brought back the prodigals. No use—deal had to go through. Now we come to an interesting study, that oil painting in front of you. It's called the 'Monster Shoe House'—continetal reputation. We point with pride to the greatest shoe house in the world. Covers over an acre of ground. I placed that painting there myself. Why, young man, you see this pair of tan shoes I'm wearing? Well, I bought them at Guinane Bros.' great sale of '93 for $1 and I've worn them every summer since that time. Why, my wife has a pair of canvas shoes—beauties—that she bought at the same time for $1.18. Just think, 1893—that's 30 years ago. But now I've got 64 assistant and 116 clerks to look after, so call around to-morrow and you can look at some of the wild animals."

DEATH FROM NATURAL CAUSES.

The Verdict of the Jury at the Hetherington Inquest Last Evening.

At the inquest held by Coroner Britton of East Toronto last night on the body of Thomas Hetherington the evidence showed that the blows inflicted by George McCracken had nothing to do with Hetherington's death.

Drs. Cleland, Shaw and Burgess, who made a post-mortem examination of the body, testified that death was due to blood-poisoning, brought on by erysipelas. Dr. Cleland, who read the report of the post-mortem, gave it as his opinion that death was not due to any injuries received by Hetherington, but was solely due to erysipelas, which might have been accelerated and aggravated by Hetherington's drinking habits.

Several other witnesses were examined, but their evidence was all in corroboration of the above, and exonerated McCracken from any blame in the matter.

After retiring for about half an hour the jury brought in a verdict of death from natural causes, and completely exonerated McCracken from any blame in the matter.

McCracken, who was under arrest, will be discharged.

DIED IN CHICAGO.

Robert Stuart, a Canadian and Pioneer of the Windy City.

CHICAGO, July 11.—Robert Stuart died at his residence, No. 309 Thirty-second-street, yesterday at 11 a.m. Mr. Stuart was one of the earliest settlers, coming to Chicago from Lancaster, Can., in the early '50's. Mr. Stuart was the oldest paving contractor in the city. He laid the first cedar block ever put down in Chicago. He retired from business several years ago. He leaves a widow and one daughter.

Listen! One Thousand Rupees Reward.

Mrs. Besant of British India, better known as the "Friend of Burmah," and discoverer and proprietress of the Besant Indian Remedies, is visiting Canada; these remedies have been manufactured and sold by her in India and Europe for 30 years, both as a preventive and a cure, and have never failed in consumption of first and second stage, female weakness, leucorrhœa, irregularities, nervous debility, and other troubles, no matter how aggravated; no injurious drugs or ingredients used; suffering men and women should send stamp for interesting and valuable information. MRS. MARTHA BESANT, P.O. Box 578, Toronto, Canada. 36

Toronto Junction.

During the last half year there were 80 births, 66 deaths and 11 marriages registered with the Town Clerk.

Miss Thompson's resignation was accepted by the School Board last evening, and Miss Quilian was transferred from Carlton school to Miss Thompson's room. The board require $23,000 to meet the coming year's expenses.

M. C. Rosevear, a conductor, was knocked off the step of a street car this afternoon by a passing milk wagon. His right shoulder and hip were severely bruised.

To-day our Orangemen go to Toronto.

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

Personal.

J. N. Singh and D. N. Singh from India, are guests at the Rossin.

Dr. L. G. Jones of Kansas City is at the Walker.

Dr. W. J. Proctor of London, Eng., is a recent arrival at the Walker.

M. A. Pigott, Hamilton; R. K. Row, Kingston; J. C. Johnson, London, and J. W. Burrington, Montreal, are at the Queen's.

W. E. Ramsay for the fifth year has charge of the amusements at Chautauqua. Associated with him are the following artists: Miss Maggie Huston, soprano; Mrs. W. E. Ramsay, pianist, and T. A. Baker, comic.

Mrs. Samuel May and Miss May, accompanied by the Misses McArthur and Croft, left last Tuesday for a prolonged visit to Muskoka, making Port Sandfield their headquarters.

Mr. P. C. Cashman, who has been absent from Toronto for the past ten years in Atlanta, Ga., is visiting his mother at 110 Elm-street. Mr. Cashman has been suffering from a severe illness, but is now convalescing.

Holloway's Corn Cure destroys all kinds of corns and warts, root and branch. Who, then, would endure them with such a cheap and effectual remedy within reach?

TRUSTS CORPORATION

OF ONTARIO

SAFE DEPOSIT VAULTS

BANK OF COMMERCE BUILDING

TORONTO, ONT

Capital Authorized - $1,000,000
Capital Subscribed - 600,000

President, Hon. J. C. Aikins, P.C. Vice-Presidents, Hon. Sir R. J. Cartwright, Hon. S. C. Wood; Manager, A. E. Plummer.

This Company is accepted by the High Court of Justice under sanction of the Ontario Government, and may be appointed to and undertakes all manner of TRUSTS, and acts as GUARDIAN, COMMITTEE, RECEIVER, ASSIGNEE, etc.

The employment of the Corporation as EXECUTOR, named in will or transfer from retiring Executor, Trustee under any form, ADMINISTRATOR in case of intestacy, or with will annexed, will be found a prompt, economical and satisfactory course, relieving individuals from responsible and arduous duties, as well as the necessity of finding security. Appointing the Corporation also prevents any given Trust passing into the hands of strangers.

Solicitors placing Estates or other business with the Corporation are continued in the professional care of the same.

Deposit Safes to rent. Valuables of all kinds, parcels, etc., received for safe custody at a small charge. Inspection invited. 13

MOORE PARK

There's reason for everything.

There are a number of good reasons why an intending purchaser of a building site for a home would prefer Moore Park as a residence to any other part of Toronto, if he took the trouble to make the comparison.

The superior advantages and attractions which induced others to build beautiful homes for their use in Moore Park may possibly have some weight with you. All the information desired is to be had at the office.

90 CHURCH-STREET, TORONTO.

The Imperial Trusts Co.,

OF CANADA.

32 CHURCH-ST., TORONTO.

Sir Leonard Tilley, C.B., K.C.M.G., President.

Henry S. Howland, Esq., Vice-President.

Transacts all business usual to trust companies, manages estates, collects rents, etc., undertakes general financial agency, buys and sells debentures, etc.

Investors of small or large sums are invited to examine the working of our Trust Fund.

It combines an advantageous interest return,