A GREAT NOVEL
The Rebel Queen
BY
WALTER BESANT
At All Bookstores. 246

The Toronto World.

DICKSON & TOWNSEND
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THIRTEENTH YEAR | SATURDAY MORNING, AUGUST 26 1893--EIGHT PAGES. | ONE CENT.

EVERYTHING O.K.

The Sunday Car Vote Will Be Taken To-Day.

MR. BIGGAR IS SATISFIED

And Affixes His Signature to the Agreement.

The City, the Trades and Labor Council and the Street Railway Company Perfectly Satisfied With the Agreements Which Have Now Been Perfected—City Clerk Blevins Has Given Out the Ballot Boxes and To-day Will Witness the Most Exciting Election in the History of Toronto.

The eve of battle finds the friends of Sunday street cars armed and well prepared for the fray. From the outposts have come words of encouragement, and the men who are contending for the principle of personal liberty are ready to make a grand fight for it to-day.

It is no longer a question of which side shall win, but by how large a majority the restrictionists shall be beaten. The leaders are confident of success, but their efforts will not be relaxed until the polls close this evening. From all parts of the city the canvassers have brought in encouraging reports which show that the vote of a year and a half ago will be more than reversed.

At the headquarters of the Sunday Car Committee everything was bustle. The rooms were crowded all day with voters enquiring where to cast their ballots. They did not ask how to mark them—they all knew that. Secretary Summerhayes and a large force of clerks were perspiring from their efforts to accommodate the voters.

By contrast with the crowded rooms of the Sunday car advocates, the anti's headquarters resembled a house in which preparations are being made for a funeral. Black-clothed men moved around silently, and the three clerks sat lazily on their chairs, wishing that the campaign and their salaries would go on for another two months. Corporal Cold Water Spence, who is secretary of the central committee rooms, was full of hope, and foresaw with prophetic eye the approaching defeat of the Unrighteous. By actual count, yesterday afternoon about 4.30 o'clock there were in the rooms where Mr. Spence holds sway, seven people. At the same time, the rooms in King-street, were the street car advocates foregather, were crowded to the doors.

Lawyer O'Meara was in and announced a coming victory for the restrictionists and said that the majority of January, 1892, would be increased. But the cloud of gloom that hung over the offices could not be dispelled and the air was funereal to a degree.

Mr. Biggar is Satisfied.

Yesterday afternoon City Clerk Blevins received the following letter and agreement from City Solicitor Biggar in reference to the agreement between the city and the Toronto Railway Company:

Mr. Biggar's Letter.

MY DEAR MR. BLEVINS,—I send by messenger herewith two (2) agreements between the city and the Toronto Street Railway Company, one in reference to Sunday labor, or rather restricting the hours of labor to six days or 60 hours in any seven consecutive days, and the other making it quite clear that all the rights of the city apply to a Sunday car service.

Both of these have been approved by me as satisfactory and have been executed by the officers of the company in my presence.

Faithfully yours,
C. R. W. BIGGAR.

The First Agreement.

This indenture made (in duplicate) the 25th day of August, A.D. 1893;

Between the Toronto Railway Company, hereinafter called "the company," of the first part, and the Corporation of the City of Toronto, hereinafter called "the corporation," of the second part.

Whereas the following condition is incorporated in and forms part of the agreement between the company and the corporation for the sale of the street railway franchise to the company, namely:

Condition 40. No car shall run on the Lord's Day until a Sunday service has been approved of by the citizens by a vote taken on the question.

And whereas a vote of the citizens has been appointed to be taken by the City Clerk on Aug. 26 on the question of running street cars on Sunday;

And whereas the following resolution was passed by the City Council on July 17 last, namely:

"That whereas no assurance has been given to this council that the employes of the Toronto Railway Company shall not be required to work seven days every week in the event of running cars on Sunday; be it, therefore, resolved that before a vote of the citizens be taken on this question the Toronto Railway Company enter into an agreement with the corporation that none of their employes shall be required or permitted to work more than six days in any one week and that the rules of the council be dispensed with so far as they relate to this meeting."

And whereas, the said condition was accepted by the company;

Now therefore, this indenture witnesseth that the said company in consideration of the promises and also in consideration of the said corporation submitting the question of the running of the cars upon Sunday to a vote of the citizens, doth for itself, its successors and assigns covenant, promise and agree with the said corporation that the said company, its successors and assigns, will not require or permit any employe of the said company to work in its service more than 6 days, or 60 hours in any one week.

The word "week" in this agreement means any seven consecutive days, whether the same begin with Sunday or any other day of the week.

And the company, for itself, its successors and assigns, covenants with the said corporation that if at any time any judge of the County Court of the County of York upon a summary application to him by the said corporation, of which two days' notice in writing shall be given to the company, shall adjudge and report to the council of the said corporation that there has been a substantial breach of the said covenant, promise and agreement which could not reasonably have been avoided, then the council of the said corporation, within three months after the receipt of the said report (or after the final decision of the said question in the event of an appeal), but not afterwards, may pass a resolution annulling any right acquired by the said company under and by virtue of the said vote to run street cars on Sunday, and upon the passing of such resolution any such right which may be so acquired by the said company shall by virture thereof cease and determine.

And the company, for itself, its successors and assignes, doth covenant, promise and agree with the corporation that it will not after the passing of such resolution attempt to exercise any right to run street cars on Sunday which may be acquired by virtue of the said vote, and the running of street cars on Sunday by virtue of the authority of said vote may after the passing of such resolution be restrained by the order and injunction of any court of competent jurisdiction.

Upon the hearing of such application the said judge may summon witnesses, take evidence upon oath, order production of books and papers and exercise all the other powers mentioned in clause 43 of the conditions of sale forming part of the existing agreement between the company and the corporation, and also the powers of an arbitrator under the acts respecting arbitrations and references, and he shall report to the council the evidence and his decision thereon and the grounds thereof, and either the corporation or the company may within one month after the date of said report appeal from the decision of the said judge to the Court of Appeal for Ontario, and the decision of the Court of Appeal shall be final, and the jurisdiction to hear the said appeal and determine it is conferred upon and vested in the said Court of Appeal.

Provided always, and it is hereby declared and agreed by and between the said parties, that these presents are predicated upon the vote of a majority of the citizens being in favor of a Sunday car service and of a Sunday car service being established in pursuance thereof, and that in the event of any right which may be acquired by the company under and by virtue of the said vote being annulled by resolution of the council as hereinbefore mentioned the original position and rights of the citizens and of the company and corporation under the said existing agreement and under the Act of Incorporation of the company in relation to the question of a Sunday car service shall be restored and shall not be affected or prejudiced by reason of the premises.

The city and the company respectively will join in seeking to obtain any legislation which either may consider expedient or necessary to validate and confirm this agreement and will pay an equal proportion of the cost and expense of and incidental to any such legislation.

In witness whereof the corporation and the company have hereunto set their official seals under the hands of the proper officers.

WILLIAM MCKENZIE, President. J. C. GRACE, Secretary.

Signed, sealed and delivered in the presence of William Laidlaw.

Approved C. W. R. Biggar, City Solicitor.

The Second Agreement.

This indenture made this 25th day of August, A.D. 1893;

Between the corporation of the City of Toronto, hereinafter called "the corporation," of the first part and the Toronto Railway Company, hereinafter called "the company," of the second part;

Whereas by indenture dated the first day of September, 1891, and made between the corporation of the first part, and George Washington Kiely, William McKenzie, Henry Azariah Everett and Chauncey Clark Woodworth, therein called "the purchasers" of the second part, it is witnessed that the corporation for the considerations therein mentioned did sell, grant and assign to the said purchasers, their heirs, executors, administrators and assigns, the railways and property therein mentioned, and the right and privilege to operate surface street railways in the city of Toronto upon the conditions, agreements and provisos contained in the said agreement and in the conditions of sale and other documents and schedules incorporated therewith;

And whereas the said purchasers were duly incorporated by an act of the Legislature of the Province of Ontario intituled "An act to incorporate the Toronto Railway Co. and to confirm an agreement between the corporation of the City of Toronto and George W. Kiely, William McKenzie, Henry A. Everett and Chauncey C. Woodworth" and the said agreement, conditions, documents and schedules are incorporated in the said act of incorporation;

And whereas the said purchasers have duly granted and assigned to the company the said agreement and the properties, rights and privileges therein mentioned subject to all the obligations, conditions, agreements and provisoes contained in the said Act of Incorporation and the several schedules incorporated therewith:

And whereas the said company has been duly substituted as the contracting party with the corporation in the place and stead of the said purchasers under the said agreement and the said agreement, conditions and documents contain the existing contract between the corporation and the company in regard to the street railway privilege of the City of Toronto as therein mentioned;

And whereas it has been deemed expedient to execute these presents;

Now this indenture witnesseth, That the corporation and the company do by these presents mutually and respectively admit, declare and agree with each other and with the successors and assigns of each other that all the conditions, agreements and stipulations contained in the said in part recited agreement dated the 1st day of September, 1891, and in the Act of Incorporation of the company and the schedules incorporated therewith, inclusive of the obligation of the company to pay the percentages on the gross receipts on Sunday under the ninth condition of sale of the said street railway franchise of the City of Toronto and under the sixteenth paragraph of the said agreement are all valid, binding and operative conditions, agreements and stipulations between the corporation and the company on every day of the week, inclusive of Sunday, and that the said agreement relates to and governs all the mutual and respective obligations of the corporation and the company upon all days of the week in the same manner and with the same effect.

In witness whereof the parties hereto have hereunto set their official seals attested by the hand of their proper officers.

WILLIAM MCKENZIE, President. J. C. GRACE, Secretary.

Signed, sealed and delivered in the presence of William Laidlaw.

Approved C. R. W. Biggar, City Solicitor.

Mr. McKenzie to Mr. O'Donoghue.

TORONTO, Aug. 25.

D. J. O'Donoghue, Esq., secretary the Committee of the Trades and Labor Council, Toronto:

DEAR SIR,—I apologize for the delay in the answer to your letter of 23rd inst. The agreements settled by Mr. Charles Moss, Q.C., and also the agreement settled by your committee were both engrossed, executed and enclosed to John Blevins, Esq., City Clerk.

I went to Montreal to give needed attention to important business and I found on my return that the City Solicitor had by letter declined to approve of either of the agreements on behalf of the city.

I immediately attended at the City Hall and found that the City Clerk refused to proceed with the taking of the vote until an agreement which would be satisfactory to the City Solicitor would be executed by the company.

It appeared as if all the expense of the preparations for the election would be sacrificed, and on the advice of our solicitor the company consented to refer the settlement of an agreement to Christopher Robin-

(Continued on Sixth Page.)

HEED THE VOICE OF LABOR

A MAJORITY OF THE MEMBERS OF THE T. & L. COMMITTEE SPEAK.

The Statements Made by D. J. O'Donoghue Repudiated By Chairman Armstrong and Messrs. Glockling, Banton and Simpson, a Majority of the Members Composing the Committee Appointed by the Trades and Labor Council to Arrange With the Street Railway.

The four letters published below repudiating the statements made by D. J. O'Donoghue in a letter published in the evening organs of the restrictionists last night should satisfy the workingmen of the city of the unsoundness of the specious pleas made by Mr. O'Donoghue. The agreements arrived at and signed by all parties concerned are published elsewhere in this issue, and bear out in every particular the statements contained in the letters which follow:

From Mr. T. W. Banton.

Editor World: A letter appears in last night's papers signed by D. J. O'Donoghue, as secretary of the committee appointed by the Trades and Labor Council to consider the matter of an agreement between the city and Street Railway Company. The letter is calculated to convey the impression that that committee had arrived at no understanding in the matter.

The facts are that the committee at a meeting called for the purpose very carefully went over and considered clause by clause the agreement that had been submitted by the company to their employes and to the solicitor for the city.

After making several amendments and inserting a clause requiring the company to recognize their employes' rights to join or form any labor organization that they might see fit for their own protection and support.

A resolution was formally submitted and passed by a majority vote, approving of the agreement as amended, and instructing the chairman and secretary to return the agreement so amended to the company for their approval or rejection.

Subsequently the company by letter informed the chairman and secretary of our committee of their acceptance of all our amendments and suggestions and adopting the agreement as amended by our committee.

Seeing that we were only an advisory committee and not entitled to sign anything as contracting parties to the agreement we deemed our duties at an end, leaving to the city the responsibility of accepting or rejecting any agreement whatever. So far as the committee were concerned the majority were certainly satisfied. How far we represented labor in the matter must be judged in the light of all the circumstances.

T. W. BANTON,
Member of Committee T. and L. Council.

From Mr. Robert Glockling.

Editor World: I notice in the issue of The Star of last evening a letter headed "D. J. O'Donoghue's Strong Appeal," and assumed to be an appeal from one of workingmen's staunchest friends. As to D. J. O'Donoghue's opinion on the Sunday car question, he has a perfect right to the same as an individual, but when he assumes to speak as the secretary of the committee appointed by the T. and L. Council, as a member of said committee, presumes to deny the premises contained in his letter and dub it as an attempt to use his position as secretary of such as an unwarrantable use of the same. As a matter of fact, the agreement, as submitted to said committee by the street railway company, was discussed by the committee of the Trades and Labor Council, and as amended by them was by vote ordered to be presented to the street railway company by a subcommittee consisting of the chairman, John Armstrong and Secretary D. J. O'Donoghue, with no power to alter or change. By a letter addressed to said chairman and secretary by the street railway company all the provisions of said agreement as submitted were agreed to by said company, thus the work of the committee of the Trades and Labor Council was at an end. In view of these facts I submit that D. J. O'Donoghue in commenting in any way further on the meeting is unwarrantable and contrary to conclusions arrived at by said committee in the motion of D. J. O'Donoghue in his letter referred is apparent. I assert that as far as the agreement approved of by the committee, and acquiesced in by the street railway company, that labor, through its representatives, are fully satisfied and are agreed that all necessary safeguards exist that will protect the interests of the employes of the street railway company.

R. GLOCKLING,
Member Committee of T. and L. C.

From Mr. John Armstrong.

Editor World: The issue of last evening's Star contained a letter signed by Mr. D. J. O'Donoghue, in which he implies that there was no protection to the workmen in the agreement submitted by the company to a committee of seven of the Trades and Labor Council. The committee met and carefully considered the agreement submitted clause by clause. The committee made several amendments to the doguments, and also inserted a new paragraph to the effect that the company do not object to their men joining or forming a labor union. The committee appointed Secretary O'Donoghue and myself as Chairman to present the amended agreement to the company, which we did. The committee's answer to Mr. O'Donoghue and myself approved of the entire agreement as submitted by us. These are the facts so far as the committee are concerned.

JOHN ARMSTRONG,
Chairman Com. Trades and Labor Council.

From Mr. R. L. Simpson.

Editor World: I cannot fail to notice the inaccuracies of the letter by D. J. O'Donoghue which appeared in The Star last evening. He was a member of the committee of seven elected by the Trades and Labor Council, which was given full power to deal with the agreement submitted by the street railway company, or any agreement which might be arrived at between the street railway company and the said committee.

The committee met according to appointment, all members being present, and Mr. John Armstrong was elected chairman and Mr. D. J. O'Donoghue secretary.

The draft agreement submitted by the Street Railway Company was slightly amended and a clause added declaring the company's willingness to have employes join, form or become members of any labor organization.

A resolution was passed declaring that a committee should wait on the Street Railway Company and present the agreement. At his own suggestion Mr. O'Donoghue was appointed with the chairman to present the agreement as the opinion of the Trades and Labor Council.

They did so.

The Trades' and Labor Council Committee was appointed with full power to act for the Trades' and Labor Council, and the agreement as amended by it was perfectly satisfactory to the majority of the committee.

In the face of these facts we must protest against the inacuracy of Mr. O'Donoghue's statements.

The committee was absolutely empowered to represent the Trades' and Labor Council, and the following members hereby attest the fact.

R. L. SIMPSON,
Member Committe of T. & L. C.

A SELKIRK MYSTERY.

Mysterious Disappearance of a Young Lady—Foul Play Suspected—A Rejected Lover in Custody.

ST. PAUL, Minn., Aug. 25.—A special to The Pioneer Press from Selkirk, Man., says: W. J. Douglas, a young man, is under arrest, but at present no charge is laid against him, though the police anticipate that a serious crime will be entered opposite his name.

Alice Anderson, a charming girl, mysteriously disappeared on Wednesday. She went out rowing with Douglas and that was the last seen of her alive. Douglas returned in the boat alone, but refuses to say what happened Miss Anderson. Foul play is suspected and for this reason Douglas is held.

Douglas was in love with Miss Anderson who was to have been married to-day to a prominent merchant. She had persistently declined to reciprocate Douglas' affection. Her body has not been recovered but diligent search is being made.

'Twas a Pretty Good Snap for Howell—He Offers to Share With You.

'Twill be remembered that this paper announced the Howell cut-rate shoe parlor's receipt of a wagon load of travelers' samples from a Hamilton shoe manufacturer at a price he is now sharing with the public. This snap by offering a choice of goods worth from $1.50 to $3, all to be sold for $1. Call early for first pick.

Don't forget St. Helen's Church Picnic at Sunnyside on Civic Holiday.

Run Over and Killed.

George Bullock, a young Englishman, who has no friends in this country, was run over by a train at Little York yesterday morning. He was stealing a ride on a freight train and fell between the cars. His left arm was cut entirely from his body and his head was crushed in. After he had been in the hospital for an hour he died.

More reading and more news will be found in The morning World, published at 9 o'clock to-night than in any other paper in Canada.

To Festival Chorus Singers.

Vocalists contemplating membership in the Massey Festival Chorus, and who may not be in a position to furnish recommendations to the Chorus Committee as to qualifications, may consult Mr. Torrington, the festival conductor, between 10 a.m. and 1 p.m., or 1.30 and 7.30 p.m., up to Sept. 4.

Bicycle races on Civic Holiday at Rosedale will have 9 events, 21 races, 49 different riders, 163 entries.

Fractured His Skull.

Peter Riley of 37 DeGrassi-street jumped on a moving trolley car in King-street east and was thrown back on the asphalt receiving a slight fracture of the skull.

Asbestos Cement.

Steamboat owners, engineers, etc., will find it to their advantage to see us regarding covering of boilers, cylinders, pipes, etc. We are prepared to do this work to satisfaction, or will supply cement by barrel. Good quality. Canadian Mineral Wool Co., Ltd., 122 Bay-street, Toronto. 6

Go with Sons of Scotland to Brampton Civic Holiday. 36

Enlarged Veins.

Seamless elastic stockings for varicose veins and special goods in this line for rheumatic people. Only to be had at Charles Clothe, 154 King-street west, opposite Rossin House, Toronto. 6

The Sunday World alone pays for G. W. Smalley's Cable Letter. The Mail and The Empire steal it for their Monday's paper.

Don't forget St. Helen's Church picnic at Sunnyside on Civic Holiday.

A Toronto Inventor in Rochester.

ROCHESTER, Aug. 25.—Louis Dubois of Toronto has come to town with a new style of life guard for electric cars and his invention will be given a trial. It consists of a basket of corded ropes which scoops up the imperilled person without injury. It is operated by the motormen by means of a lever.

Fetherstonhaugh & Co., patent solicitors and experts, Bank Commerce Building, Toronto.

The Knights of Pythias will conduct an excursion to Detroit for Civic Holiday by C.P.R., going Saturday afternoon and Monday morning. Tickets good to return on any train leaving Detroit before 12 o'clock p.m. Thursday, Aug. 31, for $5 return fare. 463456

Microbe Killer is no experiment; time and experience have proven it a curative.

"Use Double Parma Violet."

Where to spend Civic Holiday. Take the Metropolitan Electric Railway at the C.P.R. crossing, Yonge-street, for Richmond Hill. Cheap rates and rapid transit.

Don't forget Jamieson's Great Red Letter Sale.

Fifty thousand people will read to-night's Sunday World.

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

Removal—Grand & Toy, Stationers and Printers, are now in their new store, corner Wellington and Jordan-streets, the Model Stationery Store of the city.

"Taylor's Double Parma Violet."

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

S.O.S. Excursion to Brampton Civic Holiday. 36

See list of entries in to-day's papers for T.B.C. races at Rosedale on Monday.

"Try Double Parma Violet."

Personal.

It is reported that the once noted New York lawyer, Byron H. Cohen, is in Toronto.

Mr. Stead of The Hamilton Herald is visiting in the city. He is bewildered and surprised at the noise and bustle of Toronto, and says it is a mighty big change from living in a small place.

Major Henderson, Staff-Sergt. Hart, Sergeants Ferguson and Davidson of the 48th, Major Delamere, Lieuts. Crean, McNeil and Crooks, Sergts. Cunningham, Meadows, McMaster, Capts. Reunie and Mercer of the Q.O.R., Ptes. Hutchinson, Simpson, Lieuts. Elliott and Mitchell of the 12th, Major Bruce, Staff-Sergt. McVittie, Pte. McVittie of the Grenadiers, Lieut. Cartwright of the 57th, Capt. Kirkpatrick of the 13th, Capt. McMicking of the 44th, Pte. Rolston of the 20th, Petty Officer Sullivan and Quartermaster Isaacs of H.M.S. Blake, leave the city to-day for Ottawa to attend the Dominion Rifle Association.

"Taylor's Double Parma Violet."

BANKER CONN IN CUSTODY.

AN ALVINSTON FORGER WHO WILL BE EXTRADITED.

Government Detective Rogers Brings About an Important Arrest at Detroit—Charged With Floating Forged Paper to the Amount of $55,000—Will be Brought Back to Canada.

The World received a despatch late last night from Detroit announcing the arrest in that city by a United States marshal of John Coon, until a few months ago a private banker of Alvinston, Ont., on a charge of forgery. The arrest was made on complaint of Government Detebtive Joseph E. Rogers.

The World saw Detective Rogers last night and learned the particulars leading to the arrest of Conn.

The accused, who is a son of a well-known resident of Tyrconnel, Elgin County, was for many years a clerk in the Merchants' Bank, St. Thomas. A few years ago he opened a private bank at Alvinston, Lambton County.

Some months ago he made an assignment for the benefit of his creditors. It was subsequently ascertained that an immense amount of forged paper had been negotiated by Conn with the Molsons Bank, a conservative estimate placing the sum at $55,000. Conn, when he learned that his forgeries had been discovered, disappeared.

No action was taken in the case until a few days ago, when Mr. J. Gilroy, a cattle dealer of the locality, returned from the Western States, where he had been with a shipment of horses. Gilroy had on two occasions endorsed notes for Conn, but both were retired by the banker.

When Gilroy returned, however, he discovered that $5000 of his paper had been turned into the bank by Conn. He at once pronounced the notes a forgery.

Detective Rogers Takes the Case in Hand.

While engaged in perfecting the Wilson murder case Detective Rogers was waited upon at Sarnia by Barrister W. J. Hanna of that place, who requested him to locate and extradite Conn. Detective Rogers communicated with the Attorney-General's Department and was instructed to take proceedings. Accordingly on Tuesday Detective Rogers, Mr. Hanna, the creditors' solicitor, and Mr. George C. Gibbons of London, the solicitor for the bank, proceeded to Detroit, where Conn was located. He had started business as a contractor.

A warrant was issued and placed in the hands of a marshal, who succeeded in effecting Conn's arrest. The hearing takes place at Detroit on Tuesday next.

WHERE DO YOU VOTE?

Voters are very strongly urged to call at once at the Central Committee Room, 40 King-street East, or any of the branch rooms, and ascertain if their names are on the lists and where they vote. If this is delayed hundreds will lose their votes, as it will be absolutely impossible to answer all enquiries if made at the last moment. Attend to it to-day.

BRANCH ROOMS.

No. 1—761 Queen-street East.
Nos. 1 and 2—502 Queen-street East.
No. 2—215 Parliament-street East.
No. 3 (St. James)—259 Yonge-street.
No. 3 (St. John's)—59 Queen-street West.
No. 15 (St. Paul's)—763 Yonge-street.
Nos. 3, 4 and 5 (South of Queen)—541 Queen-street West and 152 King West.
No. 4 (North Queen)—369 Spadina-ave.
No. 5 (North Queen) 923 Queen-street west.
No. 6 (Brockton)—589 Dundas-street.
No. 6 (Parkdale)—1251 Queen-street West.
Central Committee Rooms, 40 King-street East.

'TWAS A RISKY RIDE.

Bob Archer Rode On Calverley's Back Across the High Wire.

ROCHESTER, Aug. 25.—The feat of carrying a man across the wire cable was performed by Calverley, the wire walker, at Ontario Beach yesterday afternoon.

For a long time nobody with faith enough in the Canadian's clearness of head and sureness of foot to allow himself to be carried pick-a-back fashion from one pole to the other could be found. At last a fellow-countryman of Calverley's named Bob Archer volunteered for a sufficient compensation to risk his neck, and the deed was done.

Archer was carried over one way and then showed that he was something of an aerial artist himself by walking back with his hands on Calverley's shoulders.

Templars, citizens, everybody, go to Jerusalem. "He who to-day, 'tis madness to delay." Cyclorama open 9 a.m. to 10 p.m. Admission 25c.

The Taylor Injunction.

Assignee Campbell applied yesterday before Judge Falconbridge for an injunction to restrain Taylor, Scott & Co. from dealing with the assets of the estate of George C. Taylor, recently bought by Mrs. Taylor from the assignee. Upon Mrs. Taylor agreeing to indemnify the assignee against loss from all unsettled and disputed claims pending against the estate it was agreed to drop proceedings, as this was satisfactory and was the object of the proceedings.

The T.B.C. 12th annual races at Rosedale on Monday will outshine all former events in the way of bicycle sport.

1892, "The Cream of the Havana Crop "La Cadena" and "La Flora" brands of cigars are undoubtedly superior in quality and considerably lower in price than any brand imported. Prejudiced smokers will not admit this to be the case. The connoisseur knows it. S. Davis & Sons, Montreal.

Go to S.O.S. Excursion Civic Holiday to Brampton. 36

Irwell Sentenced to Forty Days In Jail.

"Guilty or not guilty?" asked Police Magistrate Denison to Lawrence Irwell, who stood pale and calm in the prisoner's box in the Police Court yesterday morning.

"Guilty, sir," was the answer in a clear, well-modulated, low voice.

"Forty days in jail, hard labor," said the Magistrate in his usual tones, "Next prisoner," and Irwell, the Oxford graduate and litterateur, was led to the cells below.

All the fastest American and Canadian flyers at T.B.C. races Monday afternoon.

A Splendid Opportunity.

While you are striving to meet the necessities of your wife and family you should not overlook the important matter of making provision for them in case of your untimely death by securing a Life Insurance policy in a first-class company (such as the North American Life Assurance Company, Toronto), you can make the necessary provision. 246

Osmond, the English Syer, and Hyslop, the Canadian champion, at T.B.C. races.

Loans on Real Estate.

Owners of central properties can secure loans on most favorable terms by making personal application to Mr. Troy at office of the Ontario Mutual Life, 32 Church-street Toronto.

"Use Double Parma Violet."

"Sprudel" is the favorite table water at the officers' mess, New Fort.

"Clear Havana Cigars."

"La Cadena," and "La Flora." Insist upon having these brands. 135

The Sons of Scotland go to Brampton on Civic. Come. 36

NO HONEST MAN

Will To-day Vote Against

SUNDAY CARS

IF HE MEANS TO USE THEM IN CASE OF THE VOTE TURNING OUT FAVORABLE.

ELECTIONS THIS AUTUMN.

MOWAT WILL APPEAL TO THE PROVINCE FORTHWITH.

He Hopes to Utilize the Patrons of Industry and His Trump Card is That Sheriffs, Bailiffs, Etc., Are to Be Elected—Candidates Ordered to Join the Patrons.

The Montreal Star publishes the following despatch from its Toronto correspondent:

Ontario's last general election was in June, 1890; the next general election in that province will take place this autumn.

This a Star correspondent learns upon the best of authority—from circles that are usually denominated as "inside."

Premier Mowat's appeal to the country was anticipated in the usual order of things until June of next year, when the four years' period would have closed. But Sir Oliver thinks the present a good time to appeal to the country. While Dominion politics do not enter largely into Ontario's affairs, it will help Sir Oliver towards re-election by bringing on the elections in the midst of a tariff reform crusade against a Conservative Government at Ottawa. Next year that Government shall have made reductions, if current reports are to be believed, that will satisfy even the demands, or at least most of the demands, of the Patrons of Industry and others who have been agitating for a reduction of the tariff.

Expects to Play a Trump Card.

Therefore, in their present attitude of opposition to the Conservative policy, Sir Oliver hopes to play a trump card with the Patrons' help.

The fiat has gone forth from Sir Oliver's party leaders that it is intended to adopt portions of the Patrons of Industry platform, and further orders have been issued which request that candidates, as much as possible, shall join the Patrons' organization.

The Object of the Northwest Trip.

Sir Oliver's present trip through Northwestern Ontario is, without doubt, in the interest of his candidates there in the coming campaign. The Premier and the Hon. John Dryden, Minister of Agriculture, started last Saturday on the trip. They took the boat from Owen Sound to Port Artur; thence by train to Rat Portage, whence they went by water to Fort Francis. Here the first stop was made and the Ministers addressed a public meeting. On the return journey meetings will be held at Rat Portage and at Port Arthur or Fort William.

Bailiffs to be Elected.

The main issue that has hitherto placed the Patrons in antagonism with the Mowat Government is the question of municipal patronage. The Patrons have protested against the appointment of political partisans as sheriffs, registrars and county clerks, whose salaries are paid out of the municipal treasuries. They have demanded that officers paid by the municipalities shall be elected by the municipalities according to the American system, excepting only county judges. In conceding this demand it is expected that the Mowat Government will insist that municipal functionaries now holding office shall not be displaced, but that whenever vacancies occur by death or otherwise the elective principle shall be adopted.

Removal—Grand & Toy, Stationers and Printers, are now in their new store, corner Wellington and Jordan-streets, the Model Stationery Store of the City.

Better Than Six Per Cent.

In 1873 I took out Tontine Endowment Policy No. 78,620 with the Equitable Life Assurance Society of the United States for $5000, and have paid in all $4768 in premiums to the company.

On the maturity of the endowment the company paid me $7985.20 in cash, a return of over six per cent. interest.

As an evidence of my satisfaction with this return (which is certainly liberal, considering the fact that it is in addition to the protection furnished by the policy for twenty years), I have taken new assurance with the company for $10,000. W. A. ROSS.

13th Battalion Band at T.B.C. races Monday afternoon and Pavilion Promenade Concert in the evening.

Aquatic and Athletic Sports at Lorne Park.

On Monday, Civic Holiday, the cottagers at Lorne Park have their annual sports. A program of eleven events in the morning and nineteen events in the afternoon has been arranged, so that Monday will be a red-letter day at this park.

Don't drink too much iced water. Use Adams' Tutti Frutti to allay thirst. See that Tutti Frutti is on each 5c package.

No One Responsible For Mr. Beatty's Death.

The inquest on the death of Thomas Beatty of Leslieville, who died as a result of injuries received in a trolley accident 10 days ago, resulted in a verdict of accidental death, due to the carelessness of nobody.

Johnson, lightning sprinter, and Bliss, Githens of Chicago, Dirnberger of Buffalo at T.B.C. races Monday afternoon.

His Scream Is Getting Husky.

It looks as if the American eagle had developed into an ordinary scarecrow so frightened have the people become over the financial situation. Notwithstanding the great depreciation of American currency quinn makes the announcement that he will still continue to take it at par for his three for a dollar black silk sox or any other article in the establishment.

13th Battalion Band at T.B.C. races Monday afternoon and Pavilion Promenade Concert in the evening.

Spend Civic Holiday on Toronto highlands at Glengrove Park. Tickets four cents from the C.P.R. crossing, Yonge-street via the Metropolitan Electric Railway. Children half price. Free admission to the park.

Double Parma Violet Perfume, delicate and lasting."

"LIBERTY AND VICTORY."

Soldiers! You are now within sight of the promised land. You have for weeks journeyed through dense forests. You have scaled rugged mountains. Footsore and weary, you have come to the open country at last. To-night you will camp in security on the fragrant meadow. A river of cool water flows there, the grass is green and a bracing atmosphere will refresh your wearied bodies. Once within the meadow the enemy will no longer surprise nor worry you. You will be safe.

Soldiers! You will camp in that meadow to-night if you but do your duty to-day! Your Standard is "Liberty and Victory." Fight your best for that Standard. Do not allow it to be dragged in the dust. When the sun goes down may you have the glorious banner in your possession and proudly may you plant it on the spot where you will rest to-night.

"Liberty and Victory!" Keep the watchword before you during the whole of this day, the greatest of days in the history of the Queen City. If you allow that standard to be wrested from you you deserve disgrace. You can keep it untarnished, you can carry it safely through the enemy's camp, if you will. See that you do it.

Soldiers! This victory is worth striving for. If you go into the contest at all, go in to win. Rise with the sun, and do not cease working till the sun has set. On no other day can you do your city and your country such signal service as you can do to-day. Your children will honor you if you keep that banner out of the dust to-day. See that you protect it from defeat!

Soldiers! Remember that the enemy you will meet to-day has worried you through a long series of years. They have fired on you from ambush. They have all along assailed you with petty persecution. To day you meet them face to face. Will you allow them to beat you in fair and open combat? If so, you deserve defeat. You deserve to wear the yoke of servitude, and remember, soldiers, if you are defeated to-day the enemy will surely make you wear a more galling yoke and goad you into madness.

"Liberty and Victory!" Shout the watchword and let your enthusiasm kindle a fire that nothing will quench. You are fighting for Liberty. Victory will assure you of the priceless gem.

Onward, soldiers, let the battle begin. No flinching, no surrender. Every man true to our standard. Ten hours of determined fight and Victory is ours. Ten hours of determined fight and we camp in the meadow to-night, secure from further attack.

"Liberty and Victory!"

There are only about 100 reserved seats for the T.B.C. races left on the plan at Webster's office, corner Yonge and Ring-streets.

The British American Business and Shorthand College.

This excellent institution, whose removal to their fine new premises in the Confederation Life Building we announced a few days ago, has long been famed for the high standard of penmanship acquired by its graduates. Mr. Connor O'Dea, who has charge of this department of the work, is well-known throughout Canada and the United States as one of the greatest experts on penmanship on the continent, and his opinion on all matters connected with disputed handwriting is always eagerly sought for by the law courts. As a teacher of writing he has no superior, and thousands of young men and young woman attribute much of their success in business life to the proficiency attained in penmanship while at the British American College. All of the other departments are fully equipped and doing thorough, honest work in teaching shorthand, typewriting, bookkeeping, commercial arithmetic, correspondence, etc. Classes re-open on Monday, September 4, previous to which time all intending students can receive full information respecting the various courses by addressing the principals, Messrs. O'Dea & Hoskins, Confederation Life Building, corner Yonge and Richmond-streets.

Mrs. Besant To Visit Toronto.

Mrs. Annie Besant, the famous English Socialist, who succeeded Madame Blavatsky as head of the Society of Theosophists, will visit Toronto on Sept. 21. She will lecture on the dangers threatening society.

Monumental.

D. McIntosh & Sons, 524 Yonge-street manufacturers and importers of granite and marble monuments. Note address. 246

Ducks and Mushrooms at Turtle Hall.

BIRTHS.

MCFARLAND—On the 21st instant, the wife of William C. McFarland of a son.

ANGLIN—At 23 Sussex-avenue, Toronto, on Friday, Aug. 25, the wife of Frank A. Anglin, of a daughter.

DEATHS.

BRYCE—At his brother's residence, Fort Worth, Texas, on Aug. 22, Alexander Bryce lumber merchant of 426 Cottingham-street, Toronto.

Notice of funeral hereafter.

MILLER—Accidentally drowned at Parry Sound on Friday afternoon, Aug. 25, Hannah Pollock Hunter, beloved wife of J. B. Miller; also John Clausin, their eldest son, aged 9 years.

Funeral from their late residence, 431 Jarvis-street, Toronto, at 3.30 p.m. on Monday, 28th inst.

MOTHER AND SON PERISHED

UNAVAILING HEROISM OF A TORONTO LADY AT PARRY SOUND.

The Wife and Elder Son of Lieut. J. B. Miller of the Queen's Own Drowned At Their Summer Residence—The Boy Got Beyond His Depth and His Mother Lost Her Life In an Attempt To Rescue

Mrs. J. B. Miller, the wife of the president of the Parry Sound Lumber Co., and her 10-year-old son, Clauson Miller, were drowned yesterday at Sloop Island, Parry Sound, under the saddest possible circumstances.

The tragedy occured at 5 o'clock in the evening. Mrs. Miller, with her two boys and a frsend, Miss Cunningham, had gone out rowing. They stopped at Sloop Island and the two boys went in bathing. A few yards out from shore the water suddenly deepens from 3 feet to 15 feet. Clauson, the elder boy, got beyond his depth. Seeing his struggles the mother, who was on shore, ran out into the water to save her boy, but he caught hold of her and in his struggles dragged her down.

Miss Cunningham ran to save them, but seeing that she could do nothing rowed distractedly to where a man was found. He could not swim, however, and Miss Cunningham was obliged to row half a mile to where the steam tug Minnehaha was resting off Sesetla Island.

When the Minnehaha reached the spot the bodies were soon recovered, but efforts at resuscitation failed.

A Well-Known Citizen.

Mrs. Miller was the daughter of the late Robert Hunter of Hunter, Rose & Co. She was in her 32nd year and had been married about 12 years. The residence of Mr. and Mrs. Miller was at