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The Toronto World.

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ALL SIZES.
Chas. Macintosh's New "Inverness" Waterproof Coats.
QUINN, the SHIRTMAKER

SIXTH YEAR TUESDAY MORNING MAY 18 1886. PRICE ONE CENT.

THE EMPIRE IN DANGER.

AN ARMY OF LOYALISTS READY TO MARCH ON DUBLIN.

Three Thousand Men of the London Volunteer Force Offer to Take Up Arms—Mass Meeting of Orangemen in London.

LONDON, May 17.—Three thousand men belonging to the London volunteers and one hundred officers of the same force have offered to join any army put in the field by Ulster in rebellion against Home Rule. The volunteers, it is stated, offer to equip themselves and to fight in the Ulster cause without pay or reward so long as their services may be needed.

British Orangemen are called upon to hold a mass meeting in London under the auspices of the Primrose Club for the purpose of inaugurating a league for the protection of the unity of the Empire. The meeting will be devoted to effecting a preliminary organization, adopting a title and agreeing upon the objects to which the mission of the organization is to be devoted. Catholic as well as Protestant loyalists are invited to join. One of the purposes of the league will be, it is declared, to secure the enrollment of men accustomed to service.

The meeting adopted the title of the Loyalist League of Great Britain and Ireland, and resolutions were passed pledging the members of the new organization to use their utmost endeavors to maintain the unity of the Empire.

The Standard contains an advertisement for an adjutant for the League.

The Orangemen of Lurgan County, Armagh, are enrolling themselves in Military Associations organized for the purpose of resisting Home Rule Government. It is stated that in the event of an Ulster rebellion a Loyalist expedition will be ready to march on Dublin, leaving strong garrisons in Ulster and an army of observation on the Shannon.

A Mile and a Quarter Long.

LONDON, May 17.—Mr. John H. A. Macdonald, member for the Edinburgh and St. Andrew's Universities, presented in the House of Commons to-night a petition against granting Home Rule to Ireland. The petition was signed by 106,894 Scotchmen. It was one and one-quarter miles long and weighed 274 pounds, and was borne into the House on the shoulders of stalwart attendants.

The Debate Continued.

LONDON, May 17.—The debate on the Home Rule Bill was continued in the House of Commons to-night. Sir Richard Assheton Cross, Conservative, said the Bill would not secure a good government for Ireland. Mr. Gladstone had said that the Union was effected by bribery, but the Premier himself was offering the large bribe of £50,000,000 to Ireland, and this was not the first time that he had offered a bribe.

James Sexsfeld, President of the Local Government Board, said he believed in the Irish nationality and he thought that to satisfy the Irish was the only way to effect a lasting moral union of England and Ireland. [Cheers.]

VICTORIA COHEN'S VOLLEY.

A Young Lady Who Didn't Mind the Damages, but Objected to the Sneers.

MONTREAL, May 17.—A sensation was caused on Place de Arms Square at noon today by a young lady named Victoria Cohen firing three shots with a revolver at Armand Scheyer. It is not known whether or not any shots took effect, as Scheyer ran away. Miss Cohen was arrested and will be tried in the meantime. None of the shots took effect on Scheyer. Miss Cohen was before Police Magistrate Dugas this afternoon. Scheyer was asked by the Magistrate if he desired to prosecute. He replied: "I ask your protection." The case was adjourned until to-morrow morning. Some time ago Miss Cohen sued Scheyer for breach of promise and seduction, and settled the claim for $300. Since then, she alleges, Scheyer has been laughing and sneering at her. She states that she has been watching for him for some time back to kill him.

Damaged Dress Goods, all wool every shade, only 12½c yd., cost 30c. at Duffett & Michael's, cor. Yonge and Wilton Ave.

"Socialism is Smotes."

SAN FRANCISCO, May 17.—Five Socialists, while engaged yesterday in haranguing a crowd, were arrested on the charge of misdemeanor. The most prominent of them is J. P. Rudzicky, a Pole, who in his speech advocated seeking the residences of Messrs. Stanford, Crocker and Flood, and distributing what money and valuables they found among themselves. The prisoners resisted arrest, and the officers had to use their clubs. One prisoner, A. J. Warren, was rescued from the policemen by the mob, but was recaptured.

Eloped With the Coachman.

TARRYTOWN, N. Y., May 17.—Society has been thrown into a flutter by the announcement that Miss Gracie Morse, aged 22, daughter of Rev. J. B. Morse, and Sophie Crow, a niece of the late Commodore Vanderbilt, have eloped with the family coachman.

A Commercial Agency's Agent.

MINNEAPOLIS, May 17.—D. A. Ross, late manager of Dunn's Commercial Agency, has been arrested charged with embezzling $5000 of the Company's money. He reported no collections on account of hard times and used the money to speculate with.

TABLE TALKS.

Count Herbert Bismarck has been appointed Secretary of State for Foreign Affairs.

Mr. Morley has advised the Newcastle Liberal Association to prepare for an early dissolution of Parliament.

A farmer named Quigley of Knocklames, near Tulla, County Clare, was shot dead last night while sitting at his fire-side. He had recently taken a boy cotted grazing farm.

The Irish House League is operating actively against house owners in Kerry, Cork and Waterford counties. The League demands a reduction in rents and resists evictions.

Hurricanes are reported on the Irish coast, and fears are entertained that ships now on the Atlantic may suffer. Limerick has been visited by a severe storm. A portion of the city is inundated. The damage is immense.

Mole and Corner Items.

Hans von Dam mulled all over his face yesterday. "I haf a poycott," he remarked; "mine vife she gif it to me." And now we suppose the picture papers will give portraits of Mr. and Mrs. von Dam too.

Jay Gould is said to have developed a taste and talent for photography. It is well known that the "negative" he gave Mr. Powderly was very positive.

It is said that shingles may be made fireproof, but you cannot convince the small boy who has had any experience that a shingle is not frequently red hot.

Frederick Schwatka is lecturing on "Arctic Tight Pinches." That's a singular subject. It isn't the arctic that does the pinching with us; it's the confounded shoe.

It is a reckless revivalist who travels without a singer. In order to bring men to a realizing sense of their degraded condition it is necessary to make them as miserable as possible.

London and Lancashire Fire Ins. Co., Temporary Office, Public Library Building. 25

A WARNING FOR THE DEACON.

Mr. McCarthy Threatens to Follow the Example Set by Mr. Laurier.

OTTAWA, May 17.—Shortly after the opening of the House to-day Mr. Foster, Minister of Marine, introduced a Bill to amend the Act respecting fishing by foreign vessels, which is no doubt suggested by the present fishery complications. The Government propose by this Bill that in addition to the acts for commission of which foreign vessels may now be seized while in Canadian waters, all vessels shall be liable to seizure who have entered such waters for any purpose not permitted by the law of nations, or by treaty, or convention, or by any law of the United Kingdom or of Canada now in force. It is proposed to include also such vessels entering Canadian waters who fail to comply with any such law.

The Franchise Act Amendment Bill, which is now on paper and about which considerable curiosity is beginning to be felt, was passed by without introduction.

Mr. McCarthy drew attention to the Globe statement that by his defence of Messrs. Bowell and White in the Privileges and Elections Committee, he is making some return for the salary he draws out of the Government subsidy as President of the Northern and Pacific Junction Road, and intimated that, if the statement were repeated, he would see how far a public man can be protected from such libellous statements. He then moved the House in Committee on his Bill to enable the Northern and Pacific Junction Company to issue $20,000 per mile debentures stock instead of bonds. In debate on this Bill, Messrs. Mulock and Mitchell pointed out that the Government are bound under terms of their agreement with the Company in the event of the road coming back on their hands to pay the contractors an amount which in addition to the subsidy of $12,000 per mile would make up the actual cost of the road and they urged that this legislation should be so framed as not to render the country liable for the additional issue of twenty thousand as well.

Mr. McCarthy introduced a clause to guard against the Government becoming liable in any case for more than the cost of the road, which was adopted.

Mr. Mulock offered an amendment stipulating that the Act shall not come in force until the Hamilton and Northwestern Co. shall repay to the municipalities in Simcoe the bonuses they contributed, on the understanding that the road was to be a competing line with the Northern.

The amendment was lost, but on the third reading of the Bill Mr. Mulock again presented it where he found get the yeas and nays, and it was negatived by 90 to 48.

The Bill was then read a third time.

The Birrell Divorce Bill was read a third time and passed.

The motion then came up to resume the debate on Mr. Blake's motion for a committee to enquire into charges against Dodd and McDougall.

After a speech from Mr. Mackintosh, in which he cited a number of instances in which Reformers when in power had dismissed officials for their political leanings, Dr. Orton moved an amendment to bring up his Beer and Wine Bill instead of the motion before the House.

Dr. Bergin then moved that Mr. Taylor's oleomargarine resolution take precedence. After some discussion the amendments were declared lost without division and the main motion of Mr. Blake's was negatived on a division; yeas 59, nays 51.

The House adjourned at 12.45.

The Smith-O'Donohoe Matter.

OTTAWA, May 17.—The Smith-O'Donohoe debate was resumed in the Senate to-day, and was finally disposed of by Mr. O'Donohoe's motion for papers being carried without a division. There were a number of speakers, chief among whom were Senators Sullivan, Power, Dever, Ogilvie, Frank Smith, Alexander, Haythorne and O'Donohoe. Most of the Irish Catholic speakers disputed the right of either Senators O'Donohoe or Smith to represent their party. Mr. Dever said Irish Catholics would laugh at the idea of Mr. Costigan claiming to represent them. Mr. Frank Smith was prevented from replying again to Mr. O'Donohoe by the fact that he had already spoken, but he intimated that he would have his say out when the papers are brought down.

A rumpus followed over the granting of passes to Senators on the C. P. R., the subject being brought up by Senator MacInnes. The Senate adjourned at midnight.

Every day the Bon Marche is showing special bargains in every department.

SUSPECTED WIFE MURDER.

A Woman Found Dead Brutally Bruised and Hacked.

QUEBEC, May 17.—Mrs. Telphore Charland of Levis, was found dead yesterday evening. It is believed that a frightful tragedy has been enacted. The deceased was cut in several places, and had one of her eyes bulged from its socket. Her head was bruised in several places and she had the appearance of having been brutally and foully murdered. The husband, Thos. Charland, who was the only person in the house at the time, has been arrested on suspicion. He states that he went to sleep after dinner, and upon awakening found his wife prostrated on the floor, and upon examination found her to be dead.

LOUIS RIEL'S WIDOW

Said to be Dying of a Broken Heart.

WINNIPEG, May 17.—Louis Riel's widow lies at the point of death at St. Vital. Masses were celebrated for her at St. Boniface yesterday. It is said she never rallied from the shock of her husband's execution, and is dying of a broken heart.

Ten Thousand Dollar Fire in Montreal.

MONTREAL, May 17.—To-night a fire occurred in the establishment of the Taylor Manufacturing Company, Notre Dame street. The fire spread with such rapidity that the workmen had barely time to escape, one of them being seriously burned on the head and body, and had to be removed to the hospital. The total loss is estimated at $10,000, and insured in three companies.

Every day new buyers are added to the great multitude that throng the Bon Marche anxious to select the Bargains in Silks, Satins, Dress Goods, Laces, etc.

Mitchell's New Methodist Church.

MITCHELL, Ont., May 17.—The corner stone of the new Main street Methodist church was laid at 2.30 p.m. to-day, by Mr. Warring Kennedy of Toronto. The service was conducted by Rev. W. C. Henderson, M.A., of St. Mary's. Addresses were delivered by Mr. Kennedy and Rev. W. S. Pascoe, of Exeter.

Two Drowning Cases.

CORNWALL, May 17.—Annie Degan, aged 13, daughter of the lockman at the second gate on the canal, was drowned on Saturday. James Loo was drowned while rowing home from an island.

RAILROAD MEN AT WAR.

A BIG WRANGLE BETWEEN THE C. P. R. AND THE N. & P. J.

Railway Magnates Before the Council of the Board of Trade—Shall the Interests of Toronto and Western Ontario be Guaranteed?

The Northern & Pacific Junction Railway, which is destined to connect Toronto and Western Ontario with the main line of the great Canadian Pacific Railway at Thorncliffe (see Callender Junction), is completed and on the eve of being opened for traffic. The Northern Pacific is owned or controlled by the Northern and Northwestern Railway Companies. Mr. W. C. Van Horne, Vice-President of the Canadian Pacific, and Mr. S. Barker, General Manager of the Northerns, have been negotiating for some time with a view of giving the Canadian Pacific running powers over the Northern & Pacific Junction, so that the former can operate in Toronto and Western Ontario trade with the Northwest, and vice versa, via this route instead of by the tedious and lengthy journey around by Smith's Falls. From Toronto to Thorncliffe via the new route is 227 miles; via Smith's Falls 444, almost double.

These negotiations have not ended amicably by any means, and the breach between the Canadian Pacific and the Northern people is wide and fretful. The Canadian Pacific has now a Bill before Parliament (which it hopes to get through before the present session closes) finally adjusting all differences between the Company and the Government of Canada. The Northern people have been at court for the past month endeavoring to have this Bill amended in certain directions before it passes. In the meantime the people of Western Ontario, who are more deeply interested in this question than they imagine, apparently take very little interest in the matter.

But the Toronto Board of Trade is looking after the welfare of this section of Ontario, and more specifically of our own city. Yesterday afternoon Vice-President Ince called a special meeting of the Council of the Board to take the matter over. There were present: D R Wilkie, A B Lee, J D Laidlaw, Geo A Chapman, A M Smith, Robt Jaffray, R W Elliot, Wm Christie, H N Baird, A Allan and a large number of private members of the Board. In answer to an invitation to railway men to be present, these gentlemen put in an appearance: From the Canadian Pacific, W C Van Horne, E B Osler, George Olds, E Tiffin; from the Northerns, S Barker and Robt Quinn, and Mr E Wragge from the Grand Trunk. Both Mr Barker and Mr Van Horne made speeches. The ground traveled over was lengthy and intricate, and involved legal, practical and doubtful questions. In a nutshell, however, the great problem is: "On what terms is the Canadian Pacific to be allowed to use the Northern & Pacific Junction on what terms will the Canadian Pacific haul freight and passengers to and from the Northwest over their road west of Callender, Callender which enter or leave Toronto and Western Ontario via the Pacific Junction?" The Companies themselves have been unable to agree so far.

Mr Barker, who addressed the Council first, went back to the year 1881, when the eastern terminus of the Canadian Pacific was Callender Station, where it made connection with the old Canada Central. In that year the Board of Directors of the Canadian Pacific Railway passed a resolution declaring that Callender was to be a neutral receiving and distributing point. In the same year the Syndicate secured a charter to extend their line northward, and they obtained control of the Occidental and subsequently built the Ontario and Quebec. With the acquirement of the Occidental (having previously secured the Canada Central) the eastern terminus of the Canada Pacific, instead of being at Callender, was pushed on to Montreal where it now was. The merchants of Toronto were in 1881 given to understand by Sir Charles Tupper, the then Minister of Railways, that their railroad connection with the Northwest would be simply prospected, and that Montreal would not possess any undue advantage over them. It was for this reason that Parliament subsidized the Northern & Pacific, so that Western Ontario could reach the great Northwest Territories by a direct route. Mr Barker went on to say that these arrangements which this city thought had obtained were incomplete; that there was no Act of Parliament guaranteeing them, and that the only thing to show of their existence was a mere resolution of the Board of Directors of the Canadian Pacific, setting forth that Callender was to remain a neutral station for receiving and distributing. This resolution had been appended to sec. 24 of the Canadian Pacific Act, but that did not make it law.

Mr Barker then entered into a lucid explanation of what the Northern people expected at the hands of Parliament, the Canadian Pacific and the people. In the first place they wanted Parliament to enact that the Canadian Pacific should make a uniform rate of freight over all the lines that it now, or would in the future control; that is, that it would not charge half a cent per ton per mile for one line and 3 cents over another. That it would make a pro rata rate per mile for freight carried over the Northern & Pacific and its own lines between points of origin from the Northwest, and that it would use the Northern & Pacific in this service instead of going around by Smith's Falls, a distance of 217 miles further from Toronto to Winnipeg than via the Northern & Pacific Junction. Mr Barker went on to explain that the Canadian Pacific was endeavoring to make the Northern & Pacific go down on its knees and accept the rates they offered to carry freight over its line, or if they did not do so they would be starved out. "If the Northern & Pacific Junction," continued Mr. Barker, "does not secure this traffic at a pro rata rate per mile then it would be ruined. The road might subsequently fall into the hands of the Canadian Pacific, and the very object for which the Northern & Pacific was built—viz., to guarantee the interests of Toronto and Western Ontario with the Northwest—would be baulked, and monopoly would be the result. The Canadian Pacific people had offered a car-hall rate to the Company, which the latter would not accept—that is, the Canadian Pacific wanted them to haul loaded cars from Toronto to Thorncliffe at so much per car, they to make their own terms with the shippers, and the Northern to have no further interest in the transaction. The Northern would never submit to this, as by so doing their new road would be practically controlled by the national railroad. Mr. Barker touched upon many other points, and said his Board of Directors were willing to do anything that was fair, but they insisted upon a pro rata division of receipts on all freight carried to and from the Northwest.

Mr Van Horne answered Mr Barker at length. He said he did not want to go back to 1881, when the Callender resolution was passed. He wanted to deal with the present practical aspect of the case. His Company was deeply concerned about the trade of Toronto and Western Ontario. They wanted all of it they could get. At the present time the Canadian Pacific often carried freight—grain—at a loss from the Northwest to points in Western Ontario so that the millers of this section could get the advantage of the wheat of that great region. The policy of his Company was to treat Toronto and the west with as much consideration as it did Montreal, although Mr. Barker stated otherwise. At the present time they carried freight from Galt, London, Hamilton, Woodstock, etc., to and from the far West at the very same rates as they did from Montreal. The Canadian Pacific would soon have a line of their own to Halifax, which they would have to operate at a loss in winter, solely to guarantee the continuance of the Canadian steamship service at Canadian ports instead of allowing it to divert to New York, Boston and elsewhere.

"What we propose to pay the Northern people for hauling cars over the Northern and Pacific Junction," continued Mr Van Horne, "is $22.50 per car for first-class freight, and $20.00 for grain. All they would have to do would be the bare hauling—just hook their engines on the cars and haul them from one end of the road to the other. I will leave it to any railroad man in America if this is not four times as much as is paid for a similar service over many of the American roads."

He then proceeded to explain that if the Northern Company did not accept the Canadian Pacific terms the latter would send all the freight around via Smith's Falls, and they would charge just as little as they liked for the carriage—even if they had to carry it for nothing. The Canadian Pacific was consulting its own interests and not those of Mr. Barker's Company.

When Mr. Van Horne had finished, Mr. Wragge was called upon. Mr. Wragge said the Grand Trunk was practically out of the fight. However, he might remark that the Northern and Pacific Junction was intended to be an independent road. If it were compelled to go bankrupt to the Canadian Pacific it would be a very dependent line.

The statements of the railroad men considerably opened the eyes of the Council. Mr. Ince and several of those present said they understood that the interests of Toronto had been guaranteed at the conference between Sir John Macdonald, Sir Charles Tupper and the Board of Trade in that very room in 1881.

Mr. Elliot declared that the railroad men had entirely overlooked one of the most interested parties of all, the Public. The people residing within a radius of one hundred square miles around Toronto paid half the taxes of the Dominion. The money to build the Northern and Pacific Junction came out of their pockets and they should have something to say about its control.

After considerable further discussion, on motion of Mr. Chapman it was decided to call the full Board of Trade together to-morrow afternoon and discuss the matter further.

ANOTHER VESSEL SEIZED.

And the Portlanders Greatly Excited Thereat—Appeal to Washington.

NORTH SYDNEY, C. B., May 17.—The Gloucester fishing schooner Ella M Doughty, Captain Warren Doughty, anchored outside the entrance to St. Ann's harbor on the 11th inst. and purchased a number of barrels of bait. She left on the 13th, but owing to ice had to put back the following day, Friday. This morning she was seized by Customs Officer McAuley for purchasing bait and neglecting to enter or clear at Customs House. Capt. Doughty admitted purchasing bait and seems careless concerning the seizure, saying he will look to the American Government for protection.

PORTLAND, Me., May 17.—The following telegram has been received by the outfitters of the Ella Doughty:

"ENGLISH TOWN, C.B., May 17.

"Sargent Lord & Skillin, Portland.

"Our vessel is seized by the Government for buying bait. Our permit is as good here. See our collector about it without delay.

"WARREN A. DOUGHTY."

The vessel had the usual permit, signed by Collector Anderson, to touch and trade at all Canadian ports. The following has been sent to Secretary Bayard:

"*Thos. F. Bayard, Secretary of State, Washington:*

"Schooner Ella M. Doughty, of Portland, seized at Englishtown, St. Anne's, C.B., for burying bait on a permit from the Portland Custom House to touch and trade. SARGENT, LORD & SKILLEN."

A telegram has been sent to Senator Frye calling his attention to the matter. There is considerable excitement over the seizure, and the Portland Fishery Exchange will, as a body, take action in regard to it.

A FRAUDULENT BILL OF SALE.

Old Man Andrews' Livery Stable—Some Scaly Transactions.

Judge McDougall yesterday finished the hearing of Brown v. Andrews case, involving the ownership of the Avenue Livery Stable, 159 Queen street west. When Old Man Andrews, the abortionist, was arrested in the Jennie Leslie case he, or rather his wife, was running this stable, Mrs. Andrews having bought it with her own money. She mortgaged the place for $1000 to raise funds to defend her husband. Edward Gegg being the mortgagee. Then W A Andrews appeared on the scene. He is the defendant in this case, but no relative of either the "doctor" or his wife. He lead Mrs. Andrews to believe that her creditors were about to come down on her, and advised her to be a party to a fictitious bill of sale, by which he was to become the nominal proprietor of the stable, and which would enable her to escape payment of her debts. Mrs. Andrews acted upon this advice. The "bill of sale" was drawn in favor of Andrews, who borrowed $500 from Gegg and gave it to Mrs. Andrews as purchase money. Mrs. Andrews returned this money to Gegg, who was to hold it for her. Thus W. A. Andrews was, in the eyes of the world, proprietor of the concern, although between themselves Mrs. Andrews was the owner. Behind this arrangement it appeared that having been agreed upon for no other purpose than to defraud the creditors, But Mr. Andrews insisted upon becoming the actual as well as the nominal owner, and there's where the trouble commenced. The creditors learned of the bogus transaction and Mr. Charles Brown, carriage dealer, acting for himself and other creditors, brought the case into Court, their object being to declare at the end of sale, which W. A. Andrews held was genuine and in good faith. The Court appointed Mr J E Mitchell receiver at the stable pending the result of the case, which, as stated above, was finished yesterday. Judge McDougall heard a number of witnesses. C H Ritchie, Q.C., was counsel for the creditors, and T L Delamere for Andrews. Mrs. Andrews' testimony was to the effect that the "sale" was merely a blind, that she did not receive a cent for her property, and that the job was put up to stave off her creditors. Andrews on the other hand said he had given $500 to Mrs Andrews for the business, he undertaken to pay off the mortgage held by Gegg, $125 rent, $50 license and other items. He denied having promised to hold the business for Mrs Andrews.

In giving judgment, His Honor did not know of any case in which the evidence pointed more clearly to a fraudulent attempt to injure the creditors. The bill of sale was entirely fictitious from beginning to end. Mr. Gegg's evidence showed that in the commencement the transaction was only once given a hold here the town and he was convinced that to take of a bill of sale to give the business to Andrews, who was a man without means. Andrews' evidence had been contradicted by half a dozen witnesses. The bill of sale had been introduced for the purpose of disturbing, hindering, defrauding and delaying the creditors. It was therefore fraudulent and void as far as the sale affected Andrews. The Judge declared all costs against defendant.

The World has a larger city circulation than all the morning papers combined. Advertisers should note this fact.

LOCAL NEWS PARAGRAPHED.

The Rochester Baseball Club is quartered at the Rossin House.

Attention is called to A. O. Andrews & Co.'s auction announcements.

A vacant cottage at 111 Agnes street was damaged by fire to the extent of $50 yesterday.

Liquor worth $100 were stolen from the Morin House, Kingston road, Sunday night.

The West York Commissioners yesterday decided to renew the license of John Palmer, Richmond Hill.

The Women's Christian Association hold their annual meeting this afternoon in Shaftesbury Hall, at 3 o'clock.

The Superintendent of the Waterworks Department reports that 550 services have been put in up to date this year.

Tony Pastor's company will be at the Grand Monday and Tuesday of next week, with a matinee Monday afternoon.

Editor World: The Licensed Vets are going to meet to-day. It is whispered that the boys are going to do something peculiar. If so, what is it? QUIZ.

Police court convictions yesterday: Thomas Sheehan, loitering on the streets, $1 and costs or 30 days. James Robertson, loafing in front of Occidental Hall, received the same penalty. For gross misbehavior, Thomas Storrell, 19, was fined $10 and costs or 30 days. Vagrancy, Thomas Dempsey, 40, fined $1 and costs or 60 days. Mary Bowns, for committing an assault upon Margaret Edington, fined $1 and costs or 10 days. Belia Anderson, inmate of disreputable house, fined $10 and costs or 30 days. William Woodhouse, frequenter, $20 and costs or 30 days.

Stabbed by an Italian.

Alfred Wright, of 160 West Lodge avenue, Parkdale, and an Italian named Benedict Dieri, yesterday afternoon quarrelled in front of a Queen street west saloon. The Italian stabbed Wright in the left breast with a pocket knife. The Italian was arrested, and Wright was taken to a doctor's to have his wound, which is not necessarily fatal, dressed. He was then taken home.

Shadows of a Great City.

Th rfamous melodrama was presented at the Grand Opera House last night by the same company that was here last season. The scene is laid in New York. The plot is highly interesting, and the scenery is really fine. The piece will run all week, with Wednesday and Saturday matinees.

Only a few patterns left of those Check Silks, 15 yds., for $6.00, at Duffett & Michael's, cor. Yonge and Wilton Ave.

"Paradise" in Toronto.

—No strikes. No need of any. Poor people Rich people. Middle-class people. (Combined int)—Honest people. It's for want of "square dealing" all the unpleasantness twixt LABOR and CAPITAL now in this city. If everyone was on the same principle as Southern the popular house-furnishing man, 178 Yonge street, there would be no "Joss," because he pleases *everyone*, and sells lawn mowers and refrigerators *now* at cost. edx

TORPEDOES ON THE TRACK.

A NIGHT OF EXPLOSIONS ALONG THE STREET RAILWAY.

A Couple of Car Windows Smashed—A Dovercourt Road Lady Struck on the Face—The Cars Run Until 9.45—Mass Meeting To-Morrow Night.

The second week of the street car strike was entered upon yesterday. To the casual observer there seems to be little change in the situation. All the busses and vans that can be obtained are pressed into service by the strikers. They had a good run of business yesterday and last night.

The cars ran until 9.45 last night, at which hour the last car on the Yonge street route was driven into the sheds at the foot of Frederick street.

When the police were told that the cars would be run after dark extra precautions were taken. Trouble was expected in the West End. Queen street, west of Brock was densely packed with people. Crowds, however, were not allowed to stand for any length of time on the corners. One crowd of over a hundred was dispersed by the police. The night did not pass of without violence, but it was not of a very serious nature.

The windows in a Sherbourne street car, as it was passing Duchess street, were smashed. This act of vandalism was the work of boys; the strikers being in no way responsible. About 9 o'clock, as a Queen street car was proceeding westward, a stone was thrown through the window, and a Mrs. Wortz, of Dovercourt road, was struck on the face, sustaining a slight cut. This is also said to be the work of boys. A number of railroad torpedoes were placed on the tracks at different points. These miniature bombs exploded with a loud noise, and in some cases greatly frightened the passengers. One torpedo which was exploded in King street, near George, very much resembled the noise of a cannon. It raised the hind wheel of the car six inches off the track.

There is no visible sign of weakening on either side. A mass meeting of citizens, called by Mayor Howland, will discuss the situation in St. Lawrence Hall to-morrow night. This may, in a measure, help to adjust the differences between the Company and the strikers. There were about sixty cars on the various routes yesterday.

How a Banker Regards the Strike.

The World had an interview with a banker yesterday and asked him what he had gathered from his customers regarding the strike. "I gather this," said he, "that King Boycott rules Toronto to-day. The public resent the rule but are afraid to speak out. The Globe and Mail have had to bow to the mandate, and party reasons dare not open their mouths to the real situation. Frank Smith's wholesale business is boycotted; the Savings Bank of which he is president is boycotted; the Street Car Company is boycotted; and Sir John's Government is to be boycotted if he does not turn Frank Smith out! Where is this going to end? There are customers of our bank who are politicians more or less, and who do not go on the street cars for fear of being spotted, and who have gathered further that the strikers have taken up the gauntlet with capital on the very best issue, namely, that of the right to organize for labor and to be a member of an organized labor body. If the Knights live up to their principles, few could deny that right. The great employers of Europe and of the United States have recognized the right of labor to organize. But organized labor is most successful when it is composed of skilled labor. And it is just here where the Knights have selected the worst possible trade or occupation to vindicate the right to organize. For the street car men are not skilled. That occupation is a refuge for failures in many other branches of toil. A man can be an expert after ten days driving, and a finished conductor at the end of a month. What is the result? Men can be had from all over to come in and take the place of the strikers. My point then is this, that the strikers have struck on the issue they chose, and selected the worst possible trade to vindicate that issue. One of our best customers said to me on Saturday that he used a certain article manufactured in Toronto, the men producing which are Knights. The Knights forced up wages and the manufacturer put up his prices on our goods in Montreal. Montreal, which is not a Knight's town, will take away a lot of Toronto's business. The Frenchmen will have a pull on us."

"Is business affected by the strike?" asked the reporter.

"It is. People are holding back, for the success of the carmen would be followed by other trades. Furthermore, you can just say that the people who will get suffer the capitalists and employers of labor in Toronto will hold a meeting before many days and try and devise a plan of resisting boycotting in Toronto. It is once gotten a hold here the town will get a real set back."

"What could they do?"

"They could easily raise a hundred thousand dollars or twice that sum to fight the thing out once for all. Grant that the carmen have a good case, that does not justify boycotting and coercing the public, where $20,000 for such a fund can be had in a quarter of an hour."

The Confession of a Striker.

The following extract is taken from a letter of a striker:

"I want to give you a little information as a friend. Mr. O'Donoghue told the men in the hall Saturday night that they had no money, for them, that they had no bank account nor no money, and said as much as any man was here understanding they were to get a full week's pay and got nothing. A few men got a few dollars by saying they were very hard up and a good many went away greatly disatisfied. There is the money these societies and the public have been sending in for the men. If the public knew them (it did not get it, I think it would change things a great deal. I heard O'Donoghue state this on the platform so you need not be afraid to use it for it cannot be denied as many heard it.

Sympathy for the New Hands.

Editor World: Can you inform me what sense there is in calling a meeting of citizens to take into consideration the recent street car strike? The late employes, for reasons which they must have duly considered, thought proper to throw up the job in a body and at a moment's notice, and other men, fully their equals in address and appearance and certainly better clad, are apparently glad to fill their places. If the strikers should succeed in getting back in a body, which is extremely unlikely, the new hands would have to step down and out, which would probably be a great source of annoyance and disappointment to the bulk of them. Why then should not our sympathies also be extended to the new hands, who would feel disgraced and hurt were they to be discharged forthwith to make way for the Knights of Labor? Besides that, if the success of the K. of L. vans is an established fact as alleged, why should not the Knights continue to run these vans and make money as they say they are now doing. The Street Car Company can afford to stand a little healthy competition. The K. of L. are well satisfied, they say, with the success of their rival line, and if things go on as now every person will apparently be happy and the new employes, who are probably very deserving men, will be able to retain the situations which they have recently acquired. J. G. R.

Where the Rights of Labor Come In.

Editor World: It is a belief of many of the old political economy school that when employers and capitalists of any name advance their money for the employment of labor they are doing an act of disinterested and often of unprofitable benevolence, and that when the laborer stipulates terms or resists arbitrary demands, and the employer threatens to invest his capital in other industries or to live upon its interest when his rules are resisted, the one is ungrateful and unwise, and the other is making a thoroughly just and practicable threat. The confusion lies entirely in a misconception of the two terms—the capital and the capitalist. It is believed in the case of the employer's threat that he can live on some ideal product of his capital which he calls interest, or that if he puts his money into some other speculation he can become independent of labor. Suppose the extreme case of either of these fallacies: suppose capital entirely withdrawn from the employment of labor, and these two issues would result: the holder of capital could get no interest without the employment of labor, and he must ultimately starve or work himself and produce all he requires for his personal wants; and in the second case, if he transferred his capital to other industries, he would as fully depend upon the products of such industries as the commonest laborer. Take for illustration the dispute between the Street Car Company and its employes. The Company owns the cars, the horses and the stables; but these are utterly worthless unless the drivers, conductors and stablemen put them into use. It is their labor, and not the capital and stock alone, that makes the investment profitable; and if any member of the Company transfers his capital to a Building Society, or any other source of wealth, the issue is the same—it is the brains and the muscles of the laborer that make the money of the capitalist profitable.

Now it is these reciprocal issues that give the laborer as much right to dictate the terms on which he will use his labor as the employer his capital. The laborer has a right to protect his interests and to strengthen his protective resources by organizations. He has also all the other rights of dictating the time for labor and the conditions of service. It is in fact a partnership between employer and laborer—in which the rights of each are equal and all the relations are those of partnership; one has no just right to make any arrangements which affect the other without mutual consideration and consent.

This is a doctrine hard to swallow—harder to digest. But to this issue the contest is fast coming; and until it do come there will be—there ought to be, no peace. TYPO.

The Strikers and the Public.

Editor World: When the street car men went out public sympathy was on their side, as it did appear at first sight that the men were fighting for liberty. Had they pursued a wise course, success would have crowned their efforts, but unfortunately for themselves, they have listened to the demagogue, who uses them only to further his own selfish ends. Not willing to grant the same liberty to others, that they seek for themselves, a system of boycotting is being now carried out, not only to those who are making an honest living in the employment of the Company, but against the general public, who patronize the street cars. What will be the result to the strikers, on its becoming generally known, that they have adopted this "accused foreign exotic" Why every honest man who has an independent mind, will shun their busses as he would a plague; and only the coward and the poltroon, of the Herr Most pattern, will adopt the quasi free buss program. Even the free car shouted so lustily is a public fraud, a perambulating lie. I do hope for the sake of the large mass of honest workmen in Toronto wiser council will prevail, that a good cause will not be jeopardized by falsehood and revenge.

ONE OF THE BOYCOTTED.

What are the Points at Issue?

Editor World: It appears to me advisable in view of the meeting to be held on Wednesday evening next, that an explicit and succinct statement should be made prior to the meeting of the position of the respective parties in the contest, viz.:

What the Company demand of their employes, and

What the employes object to.

Without this information it is not likely that a satisfactory decision will be arrived at. The questions of "Hours of labor" or "Wages" are not, I presume, involved in the dispute. C.

Incidents of the Strike.

Two stable bosses in the employ of the Company quit yesterday.

James Doherty was yesterday fined $20 and costs in the Police Court for obstructing a street car.

The police complain of their severe duties in consequence of the strike. Some of them are on fifteen hours per day.

A Yonge street street car driver told The World that he had been boycotted by his cars by the strikers. He refused. An old chum finally prevailed upon him to leave his car. He went to the K. of L. office, paid a dollar, and was duly enrolled. When the men were being put on the vans he with several others were left out. "I could not afford to be idle," said the driver, "so I went to Mr. Franklin and got my car again. I shall keep it now."

Remember!—Carpet, Oil Cloth, &c., 10 per cent. of cost at Duffett & Michael's, cor. Yonge & Wilton Ave.

The Waterworks Department.

After waiting an hour, a quorum of the Waterworks Committee was not present yesterday afternoon, there being present Ald. Walker (Chairman), Hunter, Barton, Low and Boustead. The chief business transacted was the adoption of the Superintendent's report. The new engines are not yet at work. It is expected they will be running to-day or to-morrow. A sub-committee considered the several communications from John Perkins, and ordered that he be instructed to complete the boilers in accordance with the specifications, with the exception of punching and drilling. The Superintendent reported that he agrees to do this, and has ordered the plates and specifications for castings for the same, so that the boilers will be completed at once.

The only samples of oils, etc., which came up to the requirements, are those for cylinder oil, Rogers & Co., 75 cents, and L Gordon & Co., 69 cents per gallon. The lowest was accepted.

REPORTERS ON STRIKE.

A NOVEL OCCURRENCE AT THE CITY HALL LAST NIGHT.

The Council Meeting—Petitions and Communications—No Contract for Page—Esplanade Committee—Other Business.

Ald. Barton, Galley, Hall, Jones, Lamb, Pepler and Turner did not answer the roll call at the special meeting of the Council last night. The reporters were also conspicuous by their absence. Their table had been removed from within the horseshoe, to a point near the southern entrance, away out of hearing distance, but in easy range of draughts. When Ald. Baxter asked for an explanation none was forthcoming, and it was announced that the reporters were on strike. The aldermen proceeded with business for an hour, but as they did not relish the idea of having their able efforts hid under a bushel, they ordered the press table to be placed in its old position, whereupon the reporters, who had been enjoying the City Solicitor's cigars outside, entered the chamber amidst applause, and things were resumed as of yore. So ended the shortest, sharpest and most successful strike on record.

Mr. Wm. Reaf, the new Alderman for St. Paul's Ward, was introduced by Ald. Shaw and Ald. Boustead, and took his seat amidst applause. He will serve on the Markets and Health, and Property Committees.

No. 8 Company, 12th Battalion, want to drill in St. Paul's Hall. A block pavement is petitioned for on Adelaide street between Yonge and Bay. A petition came in that a street