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## WATERWAY TO THE OCEAN

*MR. COOLEY OF CHICAGO HAS A PRACTICAL PLAN.*

**Second Day of the Deliberations of the Deep Waterways Convention—A 20-Foot Channel from Chicago to the Atlantic Will Not Cost More Than $50,000,000—An Expert's Opinion.**

The Deep Waterways Convention thoroughly settled down to business yesterday. Sessions were held in the Council Chamber in the morning, in the afternoon and in the evening. Each was well attended by delegates, and the papers were listened to and discussed with an interest and energy that exceeded the expectations of even the most sanguine. Perhaps the most important feature of the proceedings was the address of L. E. Cooley of Chicago, a gentleman who probably is better informed on the subject of canals than any other living person. Mr. Cooley made use of but few notes, but he handled complex figures and technical details in a manner truly surprising. Speaking easily and fluently, his address was of particular interest, and when at the conclusion of his remarks he intimated that he was prepared to answer any questions, the delegates poured in queries, one on top of the other, referring to every branch of the subject, to all of which they received definite replies that showed the wonderful grasp of canal affairs possessed by the Chicagoan.

Among the newly arrived delegates who registered yesterday morning were: H. L. Crocker, President of the Board of Trade, Minneapolis; Thomas F. Judge, Secretary of the Chicago Canal; H. Gifford, Grand Secretary P. I., Medford, and H. N. Cook, Halton.

**Deep Waterways and Who Shall Pay for Them.**

The first item on the program was the reading of a paper by Ald. Thompson, entitled "Deep Waterways, and who shall pay for them." Vice-President Smalley, St. Paul, occupied the chair.

Ald. Thompson's paper contained a solid array of figures and facts respecting lake traffic, which will render it a valuable addition to the literature of the subject of deep waterways. He first alluded to the fact that the freight carried on the great lakes exceeds in one season of seven months 30,000,000 of tons, being equal to one-fourth of the freight carried by all the railways of the States in 12 months. Various estimates had been made of the cost of deepening the canals. They varied from 50 to 75 millions of dollars, but the expenditure of even the larger sum would not be an unreasonable price to pay for the benefits to be derived from it. Whatever the cost might be, the important point was, where would the money come from? If the financial aspect were viewed simply as a business transaction, free from feelings of national sentiment, it would not present any serious difficulties. Few would contradict the statement that a 20-foot waterway to the head of the great lakes would prove of such undoubted advantage to so large a section of the United States and Canada that its cost distributed according to the territory and interests beneficially affected would be a comparatively small matter. While the only practical route was within Canadian territory, the business of the country was not sufficient to justify her undertaking the work alone. We might take a hint from our municipal methods of finance. When a street required paving the owners of property on each side of the street paid in proportion to their frontage. It would seem reasonable to apply this principle to canal deepening. The St. Lawrence River, the greater part of it wholly within Canadian territory, and the great lakes were free and it would seem to be a simple matter to declare the 70 miles or so of artificial waterways as part of the great water highway and governed by the same navigation laws. It might be considered desirable for Canada to complete the canals and sell or lease the free use of them to American vessels, or debentures for the purpose might be issued and payment assumed by each country according to their respective interests. Or a plan might be adopted similar to that by which the Canadian Government relieved themselves of building the C.P.R., after having spent 37 millions on it. A private company with a capital of 150 millions might take over the existing canals and the money already spent might be considered a bonus, to be supplemented by a similar bonus from the United States.

**Canals Not a Local Improvement.**

R. C. Steele, Toronto, took exception to the idea that the convention would sanction the proposition of the construction or enlargement of the waterways to the ocean as a local improvement. It was too narrow an idea altogether. The enlargement of the waterways was a matter that, when completed, the whole continent would share in the benefits; then why should those who lived adjoining these waterways, or in close proximity to them, be alone taxed for their construction? He would be very sorry to have assisted in promoting this convention at all had he not expected that they were undertaking one of the greatest works for the prosperity of this continent, both north and south, that had ever been engaged in.

Ald. Thompson replied that he had been misunderstood. He was at one with Mr. Steele.

**No Fear of International Friction.**

Mr. Flower, Superior, said this was the fifth convention of the kind he had attended, and the most important of them all. He thought Ald. Thompson's paper was one of vital interest, and he hoped it would be printed and circulated. The great railways of the Northwest would not oppose, but on the contrary would help the deepening of the canals. Already on the great lakes the railways had launched fleets of steamships, showing their belief in water transportation. There had been talk of a possible war, in which the use of the canals would come into question. But there were Canadian railways on American soil and American railways in the Dominion, and there was no fear of friction.

**Canals and Treaty Relations.**

"The Treaty Relations Between the Countries" was the subject of a scholarly address by O. A. Howland. Mr. Howland went over at length the history of the canals, and read the clauses of the Washington treaty bearing upon their use. He continued:

"That treaty that was intended to be a liberal treaty, became a cause of difficulty, which almost rose to a dangerous point of irritation. This convention should recommend means which would entirely do away with the causes of friction. In every great agreement it is usual to provide for the settlement of public differences by some previously arranged plan. Arbitration is not always feasible. The differences often rise to a most serious point before arbitration is called in. There are two sides to this question. One is the commercial, the other political. It is useless to advance one wing of this question. We should ensure it that we will not be met with the feeling arising out of international suspicion or international precaution. We should recommend to the various governments the formation of a perpetual High Court for the settlement of all questions between the nations and their citizens. (Applause.) I perfectly agree with what was said by one of the speakers yesterday, that the question of war was at the present day abhorrent to both nations. But we must remember that the governments of countries are bound to look forward to possible contingencies. And so long as there is not some fixed and stable method of settling disputes, by which war between Great Britain and the United States will be made as impossible as war between the provinces of this country or between the States of your union, will our object be attained." (Applause.)

Mr. Howland gave notice that he would introduce a resolution embodying his ideas, and on motion of Mr. Suydam, Delegates Howland, Dobell and McGuirk were appointed a committee to draft resolutions. John Brown, Toronto, and Mayor Winton of Beeton made short addresses.

**Mr. Cooley's Practical Talk.**

L. L. Cooley of Chicago started out in a general talk on the canal question. He had been looking up the question and it would be six months before he was in a position to give an opinion as to the best route. Look at the map of this continent. There lies from the Gulf of St. Lawrence to the Gulf of Mexico a great waterway to which 80 per cent. of the resources of this country is tributary. The idea is of a grand trunk waterway right through the continent. (Applause). Work was now going on in Chicago on a great canal—one of the greatest in the world. The cost of building it would be less than two-thirds of that of the Manchester Canal. That was because of the great improvements that had been made in the science of canal building.

The principle that should be recognized is that a canal must depend upon domestic traffic. Foreign traffic is but a drop in the bucket. To that end the practical route was one by way of Lake Champlain through the New England States to New York, with the Montreal and St. Lawrence route to the ocean for foreign travel.

There was not a city west of Detroit that would not use every endeavor to obtain a route to the sea that would render them independent of everybody. There was not a year during the last five years when there was not more freight going from Chicago to the east by water than by rail. These were facts that they wanted to lay close to their mind in considering this question. There was a lot of gammon about the opposition of the railroads. He did not believe there was an intelligent railroad man in the United States fighting the waterways. What the railroads said was, "If you make these waterways you will build up the country, and we shall reap benefits; go ahead, we are with you." Considering the question from a railway standpoint, the domestic movement was constant, the foreign movement was a surplus movement. The domestic transportation determined the line of foreign shipment. There had not been a time when there was not a better route down the St. Lawrence than down the Erie Canal, and yet there had never been a time when there was not more freight down the Erie Canal than down the St. Lawrence. So far as the Chicago representatives were concerned, they were not advocating any particular route; what they were advocating was deep water to the sea and they were prepared to consider any schemes. Many routes would one after the other come in time. "As surely," concluded Mr. Cooley, "as this continent is laid out as it is, so surely will the people be bound together by commercial links that will ignore all questions of nationality and all questions of sentiment and patriotism, because the almighty dollar will after all settle that question, and if necessary we will be all one people if we cannot settle it in any other way." (Loud applause.)

**Deepening of the Canals a Feasible Project.**

Mr. Brown enquired whether Mr. Cooley considered that the deepening of the canals of the St. Lawrence was feasible. The engineer answered:

"You have estimates of $27,000,000 for deepening the St. Lawrence to 20 feet. I have no doubt that the work could be done for that sum, from Lake Ontario to the sea. (Applause.) The official estimate of the United States for the Tonawanda Canal is $23,000,000. This would make a total of $50,000,000 for the whole work between Lake Erie and the ocean. The Welland Canal is just as good a route, but I think that a new canal could be built as cheaply as the old one could be revised. The deepening of the canals to 26 feet might be accomplished at an additional cost of 30 to 35 per cent. of the original estimates."

Many questions were fired at Mr. Cooley, who proved a veritable walking encyclopedia.

**Proceedings of the Afternoon.**

Peter McIntyre's paper on the economy of a 20-foot channel was the first to be presented when the convention re-assembled at 3 o'clock.

Among the visitors who listened to the discussion during the afternoon were: G. F. Marter, M.L.A., W. F. Maclean, M.P.; Hon. S. C. Biggs, Hon. T. W. Anglin, Barlow Cumberland and Emerson Coatsworth, M.P.

Mr. McIntyre's paper pointed out that the deeper channel was by far the more preferable as a means for the transportation of freight. The large boats, which could travel on the improved canals, would be able to carry larger quantities of freight and at a much lower rate than would be possible in boats of low capacity. This was conclusively proven by the fact that while the large American fleets were paying dividends, smaller ships were not even paying running expenses. The economy of allowing ocean steamships to discharge their cargoes at the head of the lakes, without transhipment, was obvious. Then what doubt could there be as to the advantage of doing away entirely with the necessity for transshipment? What was needed was a highway. The vesselowners would soon adapt themselves to the new conditions and build such ships as would be best fitted for the work of transportation.

L. R. Keck of Cincinnati, O., presented a report of a committee of the United States Congress on the question of a canal from Lake Erie to the Ohio River. The report was handed to the secretary, and will appear in the proceedings of the convention.

**$27,000,000 Will Do the Work.**

David Blain of Toronto told of the work that would have to be done to deepen the St. Lawrence to 20 feet. He had examined the figures, and said that his opinion was that the estimate of $27,000,000 would be amply sufficient to include all the work of perfecting a 20-foot waterway from Lake Ontario to Montreal. Mr. Blain illustrated his address with charts of the river. The question of politics was one which interfered very much with the proper improvement of the river, as with every other important international question.

Delegate Smalley of Minneapolis asked what the advantage of deepening the river would be. Mr. Blain answered that the advantage would be chiefly in more than doubling the capacity of the canals as lockage would be necessary only one way. In answer to Delegate Flower of West Superior, Mr. Cooley said that there was no waterway to the ocean so cheap as the St. Lawrence. Everything on the St. Lawrence above the Lachine and Soulanges Canals would be needed to allow access to the Champlain Canal.

John Brown read from a paper by Mr. Keefer, C.E., showing the advantage of 20 feet channels.

James Suydam of Minneapolis and St. Paul told of the work that had been done towards securing a canal from Lake Superior to the Mississippi River. An appropriation had already been made for a survey of the ground and the plan had been pronounced perfectly practicable. The saving by the completion of this canal would be $5,000,000. Mr. Suydam handed in a copy of a speech made before Congress by Congressman McCleary. Mr. Suydam's plan was to join the Mississippi with Lake Superior at St. Paul and was in opposition to that laid out by Mr. Cooley by which the Mississippi would be reached from Lake Michigan by the Chicago Sanitary Canal which is now being built.

Delegate Brown asked what advantage Manitoba would gain through this convention. Delegate Flower said that a waterway from Winnipeg to Lake Superior was contemplated. Delegate Taylor of Winnipeg said that there was talk of a canal from the Red River to Hudson Bay, giving Manitoba and the Dakotas an ocean port of their own.

A recess was then taken to allow the chairman to name the committee on the formation of a Deep Waterways Association, and the convention then adjourned until 8 o'clock.

The committee was named as follows: James Suydam, L. R. Keck, A. P. McGuirk, L. E. Cooley, O. A. Howland, James Conmee, John Brown, George Faulkner, Col. J. H. Davidson, R. R. Dobell, Ald. Hewitt, M. Crocker, Frank A. Flower, Capt. J. H. Dunham, Harvey Goulder, J. W. Taylor, Lieut. Blow honorary).

Among the delegates who registered at the afternoon session were: H. D. Goulder, Cleveland; Alan Macdougall, C.E., Toronto; Joseph Blakely, Toronto; E. T. Essery, London; James H. Coyne, St. Thomas; G. R. R. Cockburn, M.P., and G. F. Marter, M.L.A., Toronto.

**The Evening Proceedings.**

At the evening session a paper by James Fisher, M.L.A., of the Central Farmers' Institute of Manitoba, was, in the absence of that gentleman, read by Mayor Taylor of Winnipeg. The title of the paper was "Our International Waterways as they Affect the Northwest."

Mr. Fisher alluded to the striking disadvantages under which the Northwest labors, in respect to convenience of access to the great markets of supply and distribution. More than half the price obtained for the grain of the prairie region in the ultimate market was taken to pay the one item of transportation and out of the remainder of the price had to be paid the extra cost of incoming freights. Under these circumstances, the farmers of Manitoba were looking about for some means of deliverance from the burden of the rates. They had been considering in connection with this question the remarkable difference between freight rates by water and those charged for rail carriage. To carry their wheat from Brandon to Fort William, 260 miles, they paid 11.40 cents per bu., whilst the standard rate by rail from Winnipeg to Montreal, about 1400 miles, was 27 or 28 cents per bushel. Against this the farmers of Manitoba contrasted the water rate of 6 to 7 cents per bushel from Duluth to Montreal, about the same distance; with the water rate of 2 to 3 cents per bushel from Chicago to Buffalo, 900 miles, reduced at one time to as low a rate as 1 cent per bushel, and also with that of 2 1-2 to 3 cents from Buffalo to New York, about 500 miles, by the little horse power barges of the Erie Canal and the Hudson River, which take about a month for one return trip.

**A Question of Momentous Importance.**

The scheme of improving the lake channel right through to the ocean, so as to give a 20-foot waterway throughout, was one of momentous importance to the farmers of Manitoba. Surely it might be left to the good sense of the two governments to make such provision for the maintenance, control and operation of the joint work as would secure its being always free to carry the commerce of both nations.

Messrs. Tully, Gifford and John Brown also made a few remarks.

Senator Ferguson said that, so far as he could learn, there was no difference of opinion as to the desirability of deep waterways from the upper lakes to the Atlantic Ocean. There would be no difficulty in convincing the public of this desirability. The only difficulty at all was to finance the matter. Canada had been progressing so rapidly and doing so much in building railways and canals that it would be impossible for the Canadian Government now to do so large a work or contribute a very large amount of money with its present revenue. He thought the attention of the convention ought to be drawn more particularly to that subject than to discussing the desirability of a deep waterway to the Atlantic Ocean.

**To-Day's Program.**

The following is the program for to-day:

10 to 10.40—"Commercial and financial reasons for deep waters," by D. B. Smith, Toledo, O.

10.40 to 11.20—"Objects and purposes of this convention," by Col. T. H. Davidson, St. Paul, Minn.

11.20 to 12.20—"Cheap railways," by Frank Moberly, C.E., Collingwood.

12.20 to 12.40—"Organization," by John Brown, Toronto.

3 to 4—"The St. Lawrence Channel," by James Conmee.

4 to 4.30—Report of Committee on Permanent Organization.

## *"THE FLYING HALCYON."*

**A New Novel By Colonel Richard Henry Savage.**

That dashing author of lively military novels, such as "Prince Schamyl's Wooing," "For Life and Love," etc., has a new story just out, entitled "The Flying Halcyon." It is a mystery of the Pacific Ocean, and one's fancy is led out on the misty waves with this dauntless skimmer of the seas, easily recognizable as the fairy flag-ship of the famous opium ring of the Pacific. It is now for sale by John P. McKenna, Bookseller, 80 Yonge-street, and is a sparkling story of these naval officers and three charming heroines of different nationalities—French, Mexican and American. It is a most delightful nautical story, charmingly told, and the very breath of love seems to fill the white sails of the mischievous but peerless Halcyon.

**Champagne—Only One Profit.**

The best champagne and most popular for the money ever sold in Canada is Vin d'Ete. It is a light, fairly dry and pure wine. Some of our best connoisseurs will have no other. Price $16 per case quarts. William Mara, 79 Yonge-street, agent for Canada.

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

The Columbia Wire Truss will hold any rupture with perfect comfort. It has no understraps, does not touch hips, or does not inconvenience wearer in the least. Price: Single $5, double $8. May be fitted properly at Charles Cluthe's, 134 King-street west, opposite Rossin House, Toronto. 36

**Allays thirst and aids digestion, Adams Tutti Frutti. Allow no imitations to be palmed off on you.**

## LI HUNG GETS ALL THE BLAME

*AND IS DEPRIVED OF HIS THREE-EYED PEACOCK FEATHER.*

**The Japs Took 14,000 Prisoners at Ping-Yang—The Chinese Made a Gallant Stand but Were Poorly Armed—China Has Met Her Waterloo and Cannot Protect Her Ports.**

London, Sept. 18.—A despatch to the Central News from Ping-Yang, dated Sept. 17, 6.30 p.m., says that 14,500 Chinese prisoners were marched through that place yesterday, and hundreds of other prisoners are coming in every hour. None of these men were wounded. Transports have been ordered to Ping-Yang Inlet to convey the prisoners to Japan.

A despatch from Shanghai says the report that 50,000 Chinese troops are between Ping-Yang and the Yanula River is generally discredited. The force around Ping-Yang comprised the flower of the Chinese army, and was really the only effective force in China. The men composing the levies now being made inland have no idea whatever of modern warfare.

**Li Hung Loses His Peacock Feather.**

The correspondent of the Central News in Shanghai telegraphs an imperial edict has been issued depriving Viceroy Li Hung Chang of his three-eyed peacock feather because of his mismanagement of the Corean campaign. Taotai Sheng, it is reported, is intriguing against Li Hung Chang through the Emperor's favorite teacher. Reinforcements for the Chinese troops, to the number of 50,000, are said to be between Ping Yang and Yalu.

**The Chinese Fought Desperately.**

London, Sept. 18.—The Shanghai correspondent of The Pall Mall Gazette telegraphs: The Japanese in three divisions attacked Ping-Yang. The assault was entirely unexpected by the Chinese, who, though poorly armed fought well behind their earth works. After a series of desperate battles the Chinese were completely routed and all their ammunition and stores were taken by the enemy. The fighting lasted throughout the night, bright moonlight enabling the Japanese to use their field guns with much execution. Three hundred Japanese were killed. The Ping-Yang garrison numbered twenty thousand.

**China Cannot Hold Her Ports.**

London, Sept. 18.—Experts who know the respective qualities of the Japanese and Chinese armies, say that the result at Ping-Yang is a natural one. Marshal Yamagata, the Japanese commander-in-chief, was trained in European schools, and the other Japanese commanders and staff officers were similarly educated. The best friends of the Chinese do not believe them capable of holding the ports in the Gulf of Pechili against the Japanese.

The Daily Chronicle's Paris correspondent says that in consequence of the developments in Corea M. de Lanessan, Governor-General of French Indo-China, will shorten his leave of absence and will start on Sept. 30 on his journey to his post.

**Naval Battle Disastrous to Both.**

London, Sept. 19.—A Shanghai correspondent says: While Chinese transports were landing troops at Yalu a Japanese fleet attacked the Chinese warships convoying the transports and a severe battle followed. The Chin Yuen and another Chinese warship were sunk and the Chao-Yung and Yang-Wei went ashore. The Japanese lost three vessels.

## *BREACHES OF THE MEDICAL ACT.*

**Several Cases Heard in the Police Court Yesterday.**

In the Police Court yesterday the case of J. E. Hazelton came up. All the witnesses, including the doctors who made the analysis, were there, with the exception of the principal witness, who could not be found. Another information was sworn out against the defendant, who was remanded for a week.

The case of Wallace Mason, M.D., 237 1-2 Yonge-street, was also called in the Police Court yesterday. Several witnesses were examined. It is alleged he uses the name of doctor and has an American diploma. The case was remanded for a week so that the Magistrate could look up the law.

The case of Mrs. Townsend, 42 Bartlett-avenue, was also remanded for a week. This is a case where a Dr Ayer's pills are given to a woman for a certain purpose. The defendant states she got them from a Dr. McKenzie of Hamilton. Detective Wasson was instructed to find out who Dr. McKenzie is, as Mr. Curry, the Crown Attorney, intends to prosecute him on a criminal charge.

## *HE ONCE WAS HONEST.*

**Returned $90,000 to the Owner, but Pilfered Registered Letters.**

Chicago, Sept. 18.—Elijah Watson, colored, a clerk in the postoffice, was arrested last evening by Inspector Stuart while rifling a decoy letter containing $20. Watson was formerly an attendant at the bath rooms of a prominent hotel. Six years ago he found a package containing $90,000, which had been dropped by a bibulous customer. Although this was an opportunity for Watson to make himself rich, he took the money to the hotel office and turned it over to the clerk. The next day the money was returned to the owner, who presented Watson with a gold watch.

**Evidence of a Drowning.**

Niagara-on-the-Lake, Ont., Sept. 18.—A canoe half filled with water, with two single and one double paddle, drifting ashore was found near Van Chauncey's grounds this morning. One paddle was marked "Nada." There were also found one Jersey marked "W.E.," a pair of tennis shoes, a pair of short trousers and two or three cushions, one of which was marked "P. E. E."

**Made No Offer to Settle With the Sealers.**

Washington, Sept. 18.—It is denied here that the offer of $425,000 was ever made to Canada to settle the sealers' claims. Congress must make the appropriation.

**Sunbeams Have Kissed Their Cheeks.**

September, the sweetest of Canadian months, is here again. So is the summer girl and summer man. The former is proud of her achievements in the way of mahogany-tinted complexion and bewitching freckles. The summer man feels glad to be back again in time to get some of quinn's new and rich fall neckties. The way these ties are being bought up is a highly significant omen for returning prosperity. Very soon hard times will hardly be a memory.

**The Engine Rolled Over on Him.**

Albany, N.Y., Sept. 18.—William Sullivan, a brakeman, whose home is in Schenectady, was killed this afternoon at West Albany. The engine of a freight train jumped the track and rolled over, crushing Sullivan beneath it.

**Ask for Dewar's Scotch Whisky as supplied to Her Majesty Queen Victoria.**

**Reduction in Steerage Rates.**

To Great Britain and Ireland. From New York to Queenstown, Liverpool, London, Belfast, Glasgow, and Londonderry $10.00. Britannic, Germanic, and Adriatic. White Star Line. C. A. Pipon, 8 King-street east. Sole agent in Toronto.

## SOLD FARMERS' TELEGRAPH LINES.

**The Newest Swindling Dodge Successfully Worked by a Fakir on Middlesex Grangers.**

London, Ont., Sept. 18.—The latest dodge for raising money and cheating farmers has been reported from the Great Northwestern agent at Melbourne, who says that a man on foot has been selling our lines on the highway, the wire at $250 a ton and the poles at 10 cents each. He poses as foreman of a gang following him, who are putting an entirely new copper line in. One man is known to have bought a section of five miles, and others were negotiating. The man was also making arrangements with farmers for the use of teams at $3 per day. Altogether it is one of the shrewdest games yet on record.

## *WEST YORK LIBERALS*

**Decide Not to Nominate a Candidate Until After the Patron Convention.**

The Liberals of West York met in convention yesterday at Weston for the ostensible purpose of nominating a candidate to oppose Clarke Wallace in the next Dominion election and for organization.

The nomination of a candidate was fought shy of, the reason given being the small attendance on account of sufficient notice not being given of the meeting.

The prime reason for not nominating a candidate was to see what the Patrons would do at their convention on the 26th.

The feeling among those present, although the matter was only hinted at by some of the speakers, was to wait until the Patrons held their convention and for the Reformers to profit by the outcome of the Patrons' convention.

Among those who occupied seats in the hall were: J. D. Edgar, M.P., Dr. Lynd, R. L. Crawford, William Suggitt, James Morrow, F. V. Winters, P. Devins, J. T. Devins, Thomas Webster, George Garbutt, H. E. Irwin, Andrew Kaake, H. J. Wardlaw, J. R. Millar, George Hugh, Frank Smith, A. Snider, William Wyllie, Jabez Pearen, W. E. Raney, A. J. Anderson, A. B. Rice, W. A. Wallis, J. Cruikshank, Henry Pearson, Frank Denton and Dr. McLean.

It was nearly 3 o'clock when President W. A. Parsons called the meeting to order and announced that the first business would be the organization of the riding for Dominion purposes.

After a lengthy discussion a motion was finally passed to the effect that the organization for West York for Dominion purposes consist of the present president, the secretary-treasurer and a vice-president from each municipality in the riding, including Parkdale, Brockton and that part of the city of Toronto in the riding, each to be considered as a municipality.

These vice-presidents were then elected: Toronto, Frank Denton; North Toronto, J. R. Millar; Parkdale, Dr. Lynd; Toronto Junction, A. J. Anderson; Weston, Henry Wardlaw; Brockton, G. G. S. Lindsey; Richmond Hill, Andrew Newton; Vaughan, George High; York, Jabez Pearen; Etobicoke, Edward Pearson; Woodbridge, David Norton.

President Parsons then asked for the sense of the meeting as to the advisability of placing a candidate in the field.

Dr. Lynd said there were many discordant elements among the electorate at the present time, and he thought it advisable to "get the lay of the land" first, and in the meantime to look after the revision of the lists. The Liberal party would be better able to judge in two or three months what action should be taken.

J. R. Millar of North Toronto supported Dr. Lynd's remarks, and said that sufficient notice had not been given of the meeting, many parts of the riding not being represented.

A motion was then carried, which was moved by J. R. Millar, seconded by Dr. Lynd, that the nomination of a candidate be postponed, and that a meeting be called at a later date for that purpose.

It was decided that the nominating convention be composed of five delegates from each polling sub-division.

A resolution was carried, moved by A. B. Rice, seconded by Henry Wardlaw, expressing confidence in Wilfrid Laurier.

The business being concluded, the president called upon J. D. Edgar, M.P., who entertained the meeting for half an hour with his usual arguments, starting off this time by abusing the Dominion Government for what he called the inquitous voters' lists. He devoted some time to severely scoring the P.P.A.

After a few remarks by J. R. Millar, the meeting adjourned.

**The Premier Invited to North Norfolk.**

Delhi, Ont., Sept. 18.—North Norfolk Liberal Conservatives met here this afternoon. Work of revising the Dominion voters' list was discussed. It was decided to invite the Premier and his Ministers to address the electors of North Norfolk at a time to be arranged.

**Lowell Renominated in Welland.**

Welland, Ont., Sept. 18.—The Reform convention held here to-day was a success, the attendance being good. James A. Lowell, the present member, received the nomination, and is to give an answer soon.

**Morton for New York Governorship.**

Saratoga, Sept. 18.—The Republican State convention to-night nominated Levi P. Morton as the party's candidate for Governor.

## *THE FENDER SAVED HIM.*

**A Cyclist Run Into by a Trolley but Not Hurt.**

It was a merry bicyclist who wheeled gaily along King-street west yesterday evening. A trolley car came along from the west, but the young man cared not for it.

When the young man picked himself out of the wreck his bicycle was lame, he walked with a limp and gazed ruefully at his torn garments. After he had been helped into O'Connor's saloon he took an inventory of his injuries and found that his clothes had suffered the most damage. His face was scratched, but otherwise he was not much injured.

The young man fell directly across the tracks and was rolled over and over by the fender. That instrument did not pick him up, but kept him from getting under the wheels.

**Thrown from a Cultivator and Killed.**

Hamilton, Sept. 18.—Adam Dyment, a farmer of Sydenham, brother of John Dyment of Orkney, was thrown from his cultivator while at work on his farm yesterday. The handle of the machine struck him in the stomach, and he was so badly injured internally that he died this morning.

**Local Jottings.**

James O'Connor, York and Front-streets, was arrested yesterday on a charge of assaulting his sister, Mrs. Mary Dorsey.

Thomas Bethell, 82 Armstrong-avenue, was arrested by Detective Verney yesterday on a charge of stealing a horse from Alex. Sangster, Thistleton P. O. The affair seems to have arisen from a horse deal the disputants had. Thomas Foster, 46 Wallace-avenue, seems to have become entangled in the case, and he was also arrested by Detective Verney, charged with assaulting Sangster.

**Arlington Hotel.**

This elegant, comfortable hotel offers every inducement to those desiring permanent winter accommodation.

## THE AVENGER ABROAD.

YOUNG BRAVE TUPPER: Let the Opposition braves tremble. Tho' I follow not now upon the trail Big Man Daly lies in wait for them at Brandon.

## DR. DEWART DEPOSED.

**After Editing The Christian Guardian for 27 Years He Is Ousted by the Conference.**

London, Ont., Sept. 18.—At the Methodist General Conference to-day, Rev. Dr. Carman was re-elected general superintendent and Rev. Dr. Briggs was again the choice for book steward.

The most dramatic event of the conference ensued when a ballot was called for the election of the editor of the Christian Guardian. As the votes were being counted excitement rose to fever heat. There were 211 votes of the first ballot, making 106 necessary to a choice. Amid the deepest silence the scrutineers read their count thus: Rev. A. C. Courtice of Kingston 89, Rev. Dr. Dewart of Toronto 88, Rev. J. W. Annis of London 14, Rev. Dr. Rose of Montreal 11, Rev. Dr. Ryckman of Montreal 5.

A second and decisive ballot resulted as follows: Rev. A. C. Courtice 123, Rev. Dr. Dewart 87, Rev. J. W. Annis 1.

Mr. Courtice made a modest address, in which he paid a touching tribute to Dr. Dewart, who has filled the editorial chair of The Guardian for 27 years. Dr. Dewart's term will expire in June next.

Rev. Dr. Withrow of Toronto was re-elected editor of The Canadian Methodist Magazine on the first ballot, the vote standing: Withrow 192, Annis 3 and Dewart 2.

Other elections were: General Secretary of Education, Rev. Dr. Potts of Toronto, 102 votes. This was practically a unanimous re-appointment.

General Secretary of Misssions: Rev. Dr. Sutherland, Toronto, 139 votes, re-elected.

Rev. T. G. Williams, D.D., Montreal, Conference, 37 votes.

Rev. Dr. Sutherland and Hon. J. C. Aikins of Toronto were respectively elected honorary clerical and lay treasurers of missions.

## *A JEALOUS WIFE*

**Fires Two Shots at Another Woman—A Hamilton Scandal.**

Hamilton, Sept. 18.—Mrs. A. Stroud, wife of Alfred Stroud, hide dealer, went into Mrs. Oxley's fancy goods store in York-street this afternoon, and, pulling out a revolver, fired two shots through an inside glass door at Mrs. Oxley. Neither shot took effect. Jealousy is supposed to be at the bottom of the affair, as Mr. Stroud was seen to come out of the store shortly after the shooting occurred. No arrests have been made.

## *WAS IT MURDER OR ACCIDENT?*

**H. A. Walker of Port Hope Found Dead on the Road.**

Peterboro, Sept. 18.—What was probably a murder most foul was perpetrated on Saturday night a few miles south of Mill brook on the Port Hope road. Mr. H. A. Walker, who is well-known in Peterboro and surrounding country, was found dead on the roadside. He was returning from Port Hope after delivering a load of cheese. The deceased was about 62 years of age, and he was possessed of considerable means.

**A Rapid Growth.**

Mr. T. H. George, the well-known wine merchant, who has charge of the interests of East Kent ale in Toronto, reports that, partly in consequence of the extensive advertising he has done, but more because of its good qualities, the sales of East Kent ale have grown in three months to proportions which it has taken others many years to reach. East Kent is a great brand.

**Lord Aberdeen's Northwest Tour.**

Ottawa, Sept. 18. — Lord Aberdeen has advised Lieut.-Governor Schultz of Manitoba that he will be in Winnipeg not later than the 25th inst. The vicereegal party desire to reach British Columbia before the rainy season.

**Clarets. Clarets.**

The Bordeaux Claret Company's cellars at 30 Hospital-street, Montreal, are open to public inspection. Every drop of their wine is imported direct from the vineyards of France and sold at $3.00 and $4.00 per case, and equal to $6.00 and $8.00 wines so often sold on their label. 3

**Ask for Dewar's Scotch Whisky as supplied to Her Majesty Queen Victoria.**

## CANADIAN ABSCONDER CAUGHT.

**Neale, the Defaulting Northwest Customs Officer, Captured on the Strand by Scotland Yard Men.**

London, Sept. 18.—Percival Neale, a Canadian customs officer, who is charged with absconding with $6000, belonging to the Dominion Customs Department, was arrested on the Strand today, his description having been cabled from Canada, and arraigned in the Bow-street Police Court. Less than a dollar was on his person. £631 in English gold and notes and in his room at the Arundel Hotel were found £131 in English money and $1000 in Canadian notes. He was remanded.

Neale absconded two weeks ago from Fort McLeod, Alberta, N.W.T., where he was collector. His shortage was discovered immediately.

## *THE DROP IN COAL.*

**A Talk With the Manager of the People's Coal Co.**

One of The World's young men had a brief conversation yesterday with Mr. F. V. Clisdell, manager People's Coal Company, regarding the present drop in coal. Mr. Clisdell said there was no intention on the part of his firm to cut rates for the mere sake of running the other dealers. It was a rule of theirs to sell coal at living profits, and the present prices will have been made in the interest of the public and themselves irrespective of what other dealers were doing or thought. It just so happened that some of the other firms got wind of their intention and made a cut a day or so in advance. They, however, were "not in it" with regard to prices, as their price for hard coal is $5, while that of the People's Coal Co. is only $4.75.

Asked as to whether there was any likelihood of the price remaining stationary, Mr. Clisdell was not positive; coal, said he, is much like any other commodity of commerce, it fluctuates in price according to conditions, and those who use much of it should take advantage of present prices.

Is it true, The World asked, that you are actually returning to your customers the difference in price when they bought before and that at which you are now selling? Quite true, sir! and between paying out money and taking orders for coal at $4.75 per ton, we are as busy as "nailers," and you must excuse me for the present.

**Dutch Victory on Lombok Island.**

Amsterdam, Sept. 18.—An engagement has occurred between the Dutch force sent to Lombok Island and the rebels. The Dutch troops eventually won the victory, capturing three forts fronting on Lombok Island. Many natives were killed.

**Jumped From a Seventh Story Window.**

New Orleans, Sept. 18.—Frederick Esler, an inspector for the Edison Electric Co., and residing in Philadelphia, jumped out of a seventh story window of the Cosmopolitan Hotel last evening. He struck an electric light wire, which parted under his weight and threw him over a wall to a shed in Custom House-street, where he was found unconscious. He died an hour later.

**A great boom in hot weather—Adams' Tutti Frutti to allay thirst. Don't allow imitations to palmed off on you.**

Toronto Brewing and Malting Co.'s ales, our own bottling, 60 cents per dozen pints and 90 cents per dozen quarts. Eaton Bros' celebrated Owen Sound ale 75 cents per dozen pints and $1.20 per dozen quarts. William Mara, 79 Yonge-street.

**Gibbons' Toothache Gum cures toothache instantly. Price 15c.**

**BIRTHS.**

CLARKE—At 16 Harbord-street, on the 7th inst., the wife of B. F. Clarke of a daughter.

**MARRIAGES.**

ORTON — REYNOLDS — At St. George's Church Guelph, on Monday, 17th inst., by the Ven. Archdeacon Dixon, assisted by the Rev. J. H. Ross and the Rev. A. J. Belt, Dr. Thomas H. Orton to Frances Susanna, second daughter of William Reynolds Esq., County Treasurer.

## STOLE EVERYTHING HE HAD

*DREW HIS SAVINGS FROM THE BANK TO LOSE THEM.*

**William Ellor Went on a Spree With $60 and a Chance Acquaintance—Money and Man Now Both Missing—The Robbery Reported to the Police This Morning.**

William Ellor reported to the police at 2 o'clock this morning that during yesterday afternoon he had been robbed of over $60. For some months previous to last week Ellor had been employed at the stables of the Street Railway Company, and being of a frugal disposition he had saved a few dollars, and had deposited it in the bank at Jarvis and King-streets. A few days ago he lost his position in the stables, and failing to find employment he decided to go into the lumber woods for the winter months. He had all arrangements made to start north to-day, and intended paying the fare of two companions, who were also seeking employment, and were short of funds. Yesterday noon he drew his savings from the bank, amounting to $56, and engaged a horse and buggy from Peacock's King-street livery, and in company with a companion named William Anderson he started out for a general good time.

Several hotels were visited, among them Nurse's at the Humber, and later on Scholes' on the Lake Shore-road. When they reached the next hotel Ellor offered to treat, but on placing his hand in his pocket he discovered that his money was missing. A pocketbook containing $6, which had been in another pocket, was also gone.

Ellor and Anderson immediately went back on a search for the missing bills, but on reaching a culvert on the Lake Shore-road Anderson trumped up an excuse for alighting from the buggy, and walked into High Park. Ellor says this was the last he saw of his companion. He waited there more than an hour, but Anderson did not return, and Ellor is naturally suspicious of his companion. The pocketbook containing the $6, Ellor says, belonged to a third party whom they met with, and who carelessly dropped it from his hands. The trip to the lumber regions is indefinitely postponed.

## *KILLED BY A SEWER CAVE-IN.*

**A Hamilton Man Buried Under Ten Feet of Earth.