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The Toronto World.

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TUESDAY MORNING, MARCH 22 1892. ONE CENT.

TWELFTH YEAR.

TROLLEY VERSUS STORAGE.

MORE ABOUT THE DUBUQUE FOLLY OF BATTERY CARS.

Interview With the Mayor—The City Has No Power to Order the Storage—The City Engineer Can Only Approve—Keeping Back an Improvement by Unnecessary and Ill-Advised Opposition.

The World of yesterday let in more light on the street car propulsion question than the columns of false and foolish matter published by our contemporaries for weeks past. They were writing about something of which they were ignorant. They did not take the trouble to read the agreement between the city and the syndicate, but started in to clatter nonsense. Here are sample paragraphs of this style of senseless journalism:

Telegram editorial, March 7: "Now the Engineer and the council have the game in their own hands. Their duty is to order the syndicate to adopt the motor cars, running successfully in Birmingham, Eng., and Washington, D.C."

Telegram editorial, March 10: "Chairman Saunders at his own expense has gathered information that justifies the Engineer in ordering the street railway to put on motor cars. There is no need for delay. Motor cars work well in Washington. Why not here? Order the Street Railway Company to try them, and it will be time to discuss a compromise when they ask for one."

The World by publishing extracts from the agreement brought out these facts:

(1) That the city, through its engineer and council, cannot order but only approve of the system. The Mayor has no part in the matter.

(2) That the system to be submitted by the syndicate must be to them (the syndicate) one that is commercially practicable.

(3) That the city must approve of a system within a year of the signing of the agreement (Sept. 1, '91).

(4) That for the city to trifle with the matter instead of coming to a conclusion is to give the syndicate cause for damages.

These are hard facts, not to be got over by mere ravings. They are the substance of a solemn agreement prepared by the city's own lawyers, revised and re-revised a dozen times. If it had been the desire of the city not to have the trolley system at the time of the agreement it would have been prohibited by a special clause. If the papers which are dissatisfied with the trolley would direct their ammunition on those who drew the agreement, or if they directed their statements to regrets that this and that was not provided for, there would be sense in their case; but to try to raise a disturbance by ignoring the agreement is to show a lack of common sense.

If the city is to be saddled for 30 years (we do not say so) with the trolley than these papers who supported the agreement when The World opposed it should have joined us in making the time of the contract 20 instead of 30 years. But they were silent.

Make a Compromise.

We believe Mr. Blake and Mr. Biggar for the city and Mr. Laidlaw for the syndicate will be able to reach a compromise to-day if they are allowed to keep to the text of the agreement and not be distracted by the shoutings of muddlers. There must be a give and take in these matters, and Mr. Blake evidently thinks so as well as others.

The Mayor Talks.

The Mayor is still in favor of the storage system. He says Toronto should not tie herself for 30 years to a system that will in a few years become antiquated, as the trolley is sure to become. The 10-year clause in the agreement referring to a change of system is of no earthly use, it is too much one-sided and the railway company have the bright side of it. The Mayor, continuing, said while the city may not have the power to say which system shall be adopted, they have this clause to fall back on: "Electric or other new system of motor or a combined system approved by the City Engineer and confirmed by the City Council as suitable shall be introduced within one year."

According to the Mayor's interpretation of the clause this gives the council the right to refuse acceptance of the system the Railway Company may advocate, without the city being liable for damages.

Mr. Blake's Opinion.

Mr. S. H. Blake, who is acting with City Solicitor Biggar in the street railway matter, regretted that the city had so long delayed deciding on an electrical system. "If this had been done," said the learned Q.C., "it would have been of great benefit to the city in arguing its case before the Private Bills Committee in the Local House, as the system adopted will materially affect the amount the road should be bonded for some systems costing more than others. Mr. Blake drew attention to clauses 2, 6, 12, 23, 24, 20, 21, 22 in the bill as deserving of special consideration by the city. The last three clauses ask for the right to construct a railway to the Island, establish parks, etc. Mr. Blake will insert the time-worn sentence, "Not to be operated on the Lord's day." The World saw Ald. Leslie later in the day. Said the Alderman, "And they can add to it unless decided otherwise by the vote of the people." Mr. Blake said "the people were not the proper judges of what they wanted."

In speaking about clause 24, as printed in The World of yesterday, Mr. Blake advised immediate action. As to the choice of a system the chances are that the committee will adopt one system or the other at the special meeting to-night.

More About the Dubuque Experiment.

TORONTO, March 19.

G. S. Patterson, Superintendent Battery Cars, Washington, D.C.:

Our City Council to decide Monday night between trolley and storage for our railway. Our Alderman Saunders favored trolley; visited Washington; now advocates storage. Wire full report to me with your own practical opinion of relative merits of systems.

H. A. EVERETT.

H. A. Everett, Toronto:

WASHINGTON, D.C., March 20.—My personal opinion is that the trolley system is practically much better under all conditions than storage. Storage is good on level road. Our line is favorable for storage, also climate. Yours is not. See Toronto News, March 9, misquoting me. Trolley will give better satisfaction to all. Ald. Saunders probably took for granted all the storage men said. I don't agree with them fully.

G. S. PATTERSON.

Bain, Laidlaw & Co., Toronto:

DUBUQUE, Iowa, March 21.—Storage system on two roads gives complete satisfaction. Storage system on third road being replaced by overhead. Storage very costly to operate, unreliable, weak and unsatisfactory to railway company and public.—F. W. CRAWFORD, JOHN GLAB, DENNIS SMITH, F. J. STOTLY, members City Council; J. M. KENETY, City Auditor.

The Dubuque Cars Expensive and Heavy.

Mr. C. W. Kohl, a practical and successful electrician, was seen by The World yesterday, and proved to be emphatically in favor of the trolley system. He referred to the disastrous result of the Dubuque experiment with storage cars, fully substantiating the communications published in yesterday's World; and as Mr. Kent has been in Dubuque, and is thoroughly acquainted with the street railway system there, his testimony is of considerable value. He also gave some interesting facts about the relative weight of the cars under the two systems.

"One car," said Mr. Kent, "needs 250 cells, and each cell weighs from 40 to 50 lbs. The car itself weighs five tons and the total will carry 125 persons averaging over 150 lbs. in weight. The trolley car weighs just about five tons and accommodates 125 persons. The storage car is thus twice as heavy as the trolley car."

"The story that there is danger from lightning is incorrect," said Mr. Kent, later on. "There are lightning arresters upon every car and upon the station. Should a wire be broken, there is a cut-off at the station that shuts off the current the moment it touches the ground. Nor is the story true that the trolley cars have caused the death of persons. A man was killed in Buffalo by the car striking him, an accident that might have occurred with a horse car. No person has ever been killed by electricity from a trolley car.

"The storage battery people will not put a car on the streets until there is no danger of a snowstorm," concluded Mr. Kent. "They know that the car would be powerless in that event, and the columns of The Electrical News will show how they have backed out of the challenge issued by the editor of that paper."

The Storage Battery at Dubuque, Ia.

[From The Electrical World.]

Mr. J. A. Rhomberg, President of the Dubuque Street Railway Company, in a recent interview, pronounces the storage battery a failure and gives some facts in support of his claim, some of which are as follows:

"We commenced running the six cars on or about May 29, 1891, and to our knowledge the batteries had already begun to give way at about the beginning of July, of which I at once notified the Accumulator company. The Accumulator company had three of their own electricians here to superintend the whole plant from the very beginning up to Dec. 1, excepting a couple of weeks, when there was only one, and one electrician until after Jan. 1, 1892. These three electricians were operating the plant; they were looking after the batteries, of which they had full charge, and they had likewise full control over the men that handled the batteries, whereas during all this time we had nothing whatever to do with the batteries.

"The results since have shown that it is utterly impossible to make it a success, as the second and also the third set of positive plates have given out in almost the same way as the first, notwithstanding the fact that they were treated quite differently from the first set, they being permitted to make only one or two trips, of six to twelve miles, with one charge, whereas the first sets of positive plates were allowed to make three trips, or 18 miles. With one charge, however, if we have the least bit of snow, the batteries are scarcely able to make a trip of four miles, or from the car house to the I.C.R.R. depot and return, and in many instances they could not do that and had to be towed to the car house. The original cost and maintenance of the batteries since the latter part of May up to date amounts to $25,000.

"The maintenance per cell is about $4 for every 60 days, if one runs the cars regularly as they ought to be run. These $4 include new positive plates, freight, pins, acid and labor and breakage. This makes the cost of maintenance $2 per cell per annum. Instead of $2.50, as per their guarantee, which would amount to $2240 per car per annum. However, making it only $4 for every 90 days, would bring it up to $16 per cell per annum, or about $2560 per annum for each car.

"The people of Dubuque, particularly those living near and above the car house, know what an intolerable nuisance the storage battery system is, as they have been obliged to wait while the batteries were being changed. And this happens almost every trip. One hears people daily saying that they would prefer to have the horses and mules back again rather than to have the storage battery system continue, so disgusted are they with the way the latter has been running during the last four or five months.

"I do not pretend to say that all storage batteries are a failure, but ours most certainly are. There may be batteries having a much greater efficiency.

"I am sorry that we are compelled to install the overhead system on our road, but we should by all means prefer the storage system if it could be made a financial success."

Mr. Saunders' Mission

While not wishing to find fault with Ald. Saunders' report on the storage system, and admiring his zeal in a good cause and his liberality in journeying to Washington at his own expense for the benefit of the city, his report looks as if he had jumped at conclusions rather hastily. He states he inspected the storage battery road thoroughly and rode from "the extreme north end of the track to the southerly terminus," a distance of one mile and an eighth, think of it, 1⅛ miles on a level street. He has the electrician's word for it that the car would run 20 miles without change of battery, but the alderman only rode 2¼ miles. Of course the electrician would have no interest in misleading Mr. Saunders. This courteous electrician also volunteered the information that there would be no difficulty in running cars by the storage battery system on any street in Toronto. It is "dollars to doughnuts" he never saw Toronto, to, but "he knows," at least he knows who pays his salary.

The president of the Metropolitan Road informed Mr. Saunders that they had made a discovery which would enable them to run cars with a battery weighing less than 4000 pounds. Perpetual motion has been discovered several times, but as yet the machine has not been patented. It is customary all over for business men to accept untried inventions as facts. The President of the Metropolitan was "very sanguine." The Street Commissioners are anxiously looking forward to the working of the system, and if satisfactory a permit will be given to run. From the above it will be seen that, with the exception of that 1⅛ miles' ride, Ald. Saunders is dealing altogether in "futures."

And it is from reading Ald. Saunders' report that the Mayor, in his last message to the council, says: "I am decidedly of opinion that the storage battery system of electricity is the only one that should be permitted to be used in the streets of Toronto at the present time."

Editor World: With the hope of aiding in the solution of the electric motor question I send you the following: The city of Brooklyn, N.Y., recently appointed three promiuent gentlemen as commissioners to report on the practicability of the various electric motors for street cars. They reported definitely in favor of the trolley system. I was the guest of one of these commissioners last month while attending the convention of superintendents and he informed me that their investigations proved conclusively that there is yet only one reliable electric car system and that is the trolley.

JAMES L. HUGHES.

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Pin Tickets.

A full line of pin tickets and string tags always in stock. H. M. Blight, 51 Yonge-street. 246

Clarets—Chat du Roc, a wine full of snap and flesh, $7.50 per case, quarts. William Mara, 180 and 282 Queen-street west. d

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CANADA FOR THE CANADIANS.

SENTIMENTS BREATHED AT THE CONSERVATIVE BANQUET.

Annual Gathering of the Young Men's Liberal-Conservative Association — French and English Speaking Canadians Pledged to Build Up a Canadian Nationality.

The two new Conservative Ministers, Messrs. Ouimet and Patterson, made their first appearance in Toronto last night at the annual banquet of the Young Men's Liberal Conservative Association at the Rossin House and made a favorable impression. The Quebec Minister struck the right key when he said that the Conservative party, now ruling the country, was the National party of Canada. He spoke in the right vein when he said that toleration by Quebecers of Ontario and by Ontarians of Quebec was the characteristic which marked the many hitherto successes of the Conservative party. Mr. Patterson, in his remarks, was extremely judicious, and showed how good a party manager he was by placating everybody. The eloquent address of Dr. Montagu was a strong feature of the evening and it is not a dispararagement to mention after his address the many excellent speeches made by the young men of the association. Nothing could be done in better taste than the toast and the reply of A. G. McLean on receiving the address and watch and chain from the members of the association as a token of the esteem in which he was held by them.

The first toasts were the Queen and the Governor-General and Lieut.-Governor. Then followed the toast of the evening, "Canada," coupled with which were the names of the Hon. A. R. Ouimet, Minister of Public Works; and Hon. J. C. Patterson, Secretary of State.

The Minister of Public Works.

Hon. J. A. Ouimet, Minister of Public Works, on rising was received with tremendous cheers. He thanked them for the sincere manner in which he had been received and apologized for not having a better command of the English language in which to express his thanks for coupling his name with the toast of our country.

A Voice: Oh, you are all right!

Hon. Mr. Ouimet: I am afraid, Mr. Chairman, that D'Alton McCarthy has come too late in the day for me. [Cheers and laughter.] I do not say that by way of reproach to Mr. McCarthy. I don't think it is any more in earnest than I am. [Laughter.]

It was certainly a great treat for him to be present on this occasion and to represent the young men from Lower Canada. "I am here also," he continued, "to thank you for the great service you have rendered to this country during the recent bye-elections. [Cheers.] You remember how a year ago our late revered chieftain, Sir John Macdonald, for various reasons, decided to go to the country. The principal reason was that the noble man who had built up this country—of whose life had been devoted to the object of uniting the different races in order to perpetuate a national feeling in this country—Sir John Macdonald—thought the work of his life was threatened. He foresaw that by the false promises of our enemies—[cheers]—that some farmers, after three or four bad crops and the results of the McKinley bill, might be tempted into the disloyal path. Besides, Mr. Chairman, in his great soul he (Sir John) had a presentiment that he might not be alive long to lead the Conservative party in the great battle for a great Canadian nationality. [Cheers.] It was these things that influenced our late commander-in-chief in bringing about the great battle we had last year.

"While you in Ontario were fighting against American money," he continued, "we were fighting against Mercier's money in Quebec. After all we did cier's money in Quebec. After all we did well. [Cheers.] True you were more successful in Ontario. You had the satisfaction of carrying a majority of the seats in your province, which we did not. But the battle was not over, for the young men who had been tempted away by Mercier are again back and the Province of Quebec is now as strongly Liberal-Conservative as in the days of the late Sir George Etienne Cartier. [Loud cheers.]

The Young Men and the Party.

"Is it not right," he proceeded, "that the young men of the country should be with the Liberal-Conservative party? [Hear, hear.] If we go back into Canadian history, as far as 1854, when the Liberal-Conservatives and the best of the Liberal party came to the conclusion that if we wanted to make this country a great country and to create a new nationality every honest man must unite and form an alliance. Then was laid the foundation of the nationality we have out in after years by Sir John Macdonald and the Liberal-Conservative party. If you follow the history of the country still further you will find that every one of the measures for the aggrandisement of the country are due to the Liberal-Conservative party. [Loud cheers.] The policy of the Conservative party was written on every page of the country's history.

What the Conservative Party Has Accomplished.

"The first articles of the alliance were the abolition of the clergy reserves and the seigniorial tenure. These were the two great obstacles in the way of national progress in this country. The Conservative party started the country on a commercial policy of this country. We started the Grand Trunk Railway and the great canal system. Another thing which proves that the Liberal-Conservative party was the great national party was its shrewdness in bringing the best men the Reform party ever produced into their ranks to help them carry out their projects. Confederation became a providential necessity and the best men in the Liberal party came to our assistance because they admitted that their own party was the party of destruction, the party of unbelief in the future of the country. [Laughter.]

"Among the leading men who took part in Confederation Ontario claims the most prominent figure—Sir John Macdonald. [Hear, hear.] But the Province of Quebec produced a good many interesting figures. A good many very noble men who have worked for the edification of this country, and let me tell you at once that among the French-Canadians—but I think we should abolish the word French-Canadian, because I think there is nothing in this country but Canadians—the first prominent is that of Lafontaine, who in alliance with Mr. Robert Baldwin won for us the great boon of responsible government."

Proceeding he said that as the Conservative party in the past had had the support of the young men of Lower Canada so it would in the future. [Cheers.] "Dear as this country is to you I don't think I am saying too much when I say that this country is still dear to the hearts of French-Canadians. This country was discovered by our forefathers, and they have shed their blood for it. There is no part in this country which has not witnessed their heroic deeds. They have traced every pathway opened to commerce from ocean to ocean. [Applause.] But, gentlemen, this country is now a British possession, and I am not sorry for it. [Tremendous cheering.] I think it was a providential thing for Canadian nationality. It was a providential thing that this country was taken from the crown of a king who never appreciated it beyond saying that it was a country of snow. I think it was a providential thing that both English and French nationalities should unite on the same domain and if we are true to that which has been prepared for us we shall see the greatest nationality that will exist for centuries to come. [Loud cheers.] Gentlemen, why should not history repeat itself? Why should not the future hold in itself the nucleus of a great and new people, and why should we not unite together under the great title of Liberal-Conservative to prepare for this great event? He quoted the late Sir George Cartier: "This country is a country for one people alone and this country is one in which you must all live united, and in which we must all try and make a grand country and a great nation." [Loud applause.] "I hope," continued the speaker, "that this day will see the inauguration of a new era and I will carry to the young men of the Province of Quebec the pledge you will, I am sure you will, all take to work as a united Conservative party of the Dominion, and to make the great cause of our party successful for a long time to come and to live happily and prosperously in a united country."

On taking his chair the meeting rose en masse, cheered and rapturously waved table napkins.

Mr. Patterson's Address.

Hon. J. C. Patterson, Secretary of State, on rising was greeted as the hero of West Huron, and cries of "He's a jolly good fellow," "He's a daisy just now," and "He's an angel just now." He said he was present not as a member of Government but as the president of the Liberal-Conservative Union of Ontario and to pay a debt of gratitude to the Young Conservatives for the gallant services they had rendered not only in the campaign of 1891, but during the recent bye-elections. "We have a cause," he proudly remarked, "which warms the young Canadian hearts and your association was largely the cause of arousing this enthusiasm throughout the province." [Cheers.]

He put in a good word for his political opponents: "They have been misled and let us hope they will come to see the error of their ways. As Emerson says: 'After all we must judge a man at the time when we see him at his best.'" He often looked back to a time in 1885, when Sir Richard Cartwright spoke words of patriotism in reference to the work of volunteers in the Northwest. "Then I saw him at his best and I shall see him at his best again." [Hear, hear.] He spoke feelingly of Hon. Alexander Mackenzie, who had become broken in health while serving his country.

While he failed not to see the importance of political economy, yet the building of a country depended on something more than discussing the question of a tariff on rails and binding twine. National sentiments was something of greater importance. "The Dominion and Local Parliaments" followed and it was responded to by G. R. R. Cockburn, M.P., E. Coatsworth, M.P., Dr. Montague, David Creighton and W. F. McLean. Then came the toast of "The Army, Navy and Volunteers," which brought Capt. Henderson of the 48th Highlanders into the field in their feet. "The Press" and Major MacGillivray was replied to in felicitous terms by J. A. Worrell, W. D. Macpherson, A. G. McLean.

Mr. Frank Yeigh, president of the Young Liberal Association, spoke for the kindred associations. His remarks were happy and humorous.

"The Learned Profession," "The Ladies" and "The Press," were the concluding toasts. It was at an early hour in the morning when the most successful annual banquet ever held by the Young Men's Liberal-Conservative Association was brought to a close.

O.Y.M.L.C.A.

A number of prominent Young Conservatives met yesterday and formed the Ontario Young Men's Liberal-Conservative Association and elected the following officers:

President, J. Castell Hopkins; 1st vice-president, H. J. Telfer (president Collingwood Y.M.L.C.A.); 2nd vice-president, J. Burnam (president Peterboro); 3rd vice, R. G. McFadden (president Brantford); secretary, G. W. Bruce; treasurer, Joseph S. Malton.

Executive Committee—All presidents of associations in Ontario.

HIS ILLNESS TROUBLES EUROPE.

Emperor William's Prolonged Absence From His Capital at This Crisis Gives Rise to the Gravest Rumors.

BERLIN, March 21.—Chancellor von Caprivi, who was yesterday summoned by Emperor William to a conference at Hubertusstock, returned to Berlin at 6 o'clock last night. The Chancellor called upon Dr. von Boetticher, vice-president of the Prussian Council of Ministers, and conferred with him on the Ministerial crisis. The situation is still ominous and continues to be the subject of conversation in the official circles of Europe. It is stated on unquestionable authority that, in spite of all statements to the contrary the Emperor is really very ill. He is suffering, not from catarrh, but from an abscess in his ear, the worst which he has ever had. The physicians have been very uneasy and have prescribed for him absolute repose. In reply to a despatch from Queen Victoria, the Prussian Count has explained that such repose was necessary on account of "very intense cerebral anæmia, followed by pain." It can be readily understood that the word "cerebral" has given rise to many comments.

An Adelaide despatch states that Frederick Deeming, alias Williams, resided there under the name of Wood and was the author of a gigantic robbery there.

"Three Days' Grace."

We have never asked it before.

We have always met the expectations of the public amply and promptly on time.

But we mean to make our spring opening in men's fashionable headwear a really stunning affair this season, and we have gone to unusual lengths of preparation for that purpose. All the very latest spring styles of the world's leading hat fashioners are now in. Nearly all the cases have been unpacked and we are now able to announce that on Friday next we shall have everything in readiness for the swell reception in new spring hats, to which we invite the attendance of every gentleman in this city.

Our spring display is of special interest to those who defer their choice until they have seen all that the kings of fashionable hatdom have created for the season, and they will find their patience amply repaid when they see the magnificent display of new styles at Dineen's spring opening on Friday.

W. & D. DINEEN, corner King and Yonge-streets, Toronto's Fashionable Hatters.

Royal Sevres.

The handsome vase of Royal Sevres Ware now on view in the art room of J. E. Ellis & Co., King-street, is attracting much attention, it being the finest specimen of Royal Sevres china ever brought to Canada.

Being marked with the crown of Francis and the cypher of Louis Philip—Chateau de Tuileries, 1844—imparts an historical character to this gem of art, which much enhances its value in the eyes of admirers of this high class of art ware. Inspection invited at the art room, 3 King-street east.

Use Everyday Soap. 246

Annie Warnock, 240 Sackville-street, Toronto,

was the fortunate person to secure the elegant gold watch from The Ladies' Pictorial Weekly's (of Toronto, Ont.) prize competition for Wednesday. Watches and other prizes given away daily. Send two three cent stamps for particulars.

Toothache cured instantly by usingGibbons' Toothache Gum.

Save Money.

Gentlemen can save money by purchasing the Gems' Turnings and getting the correct styles at Bonner's, corner Yonge and Queen-streets. Our White Shirts are all made for us and ordered by the 100 dozen. They are made from iron frame linen, reinforced bosoms, continuous seams, and are warranted not to tear down the back, are a perfect fit, as thousands who have worn them can testify. 246

Try the Hub Restaurant; smoking room upstairs.

THE STRIKE EXTENDING.

The Trainmen on the Pacific Division of the C.P.R. Go Out.

WINNIPEG, March 21.—Striking trainmen on western division of the C.P.R. have finally succeeded in inducing the trainmen Pacific division to strike; also the men there went out at midnight last night.

The statement is officially contradicted that the trainmen employed on the western division of the C.P.R. were required by Mr. Whyte to agree to abandon their organizations under penalty of being dismissed by the company. On the other hand Assistant Superintendent Whyte distinctly informed them that he did not wish them to withdraw from any organization, break any obligation or commit any dishonorable act. He laid stress upon the fact that there were only two points of difference between the company and the committee, compensation of conductors and detention time.

The G.T.R. Strike.

There is nothing new in connection with the G.T.R. strike. The trainmen's meetings at various centres Sunday unanimously agreed to leave everything in the hands of the officials of the organization at Montreal.

The following shows the wages received by the men and the increase asked for:

	Present wages.	*Asked for.*
Conductors (through trains)..	$2 50	$3 00
Conductors (accommodation and branch trains).....	2 30	2 50
Brakemen.....	$1 10 to 1 55	1 75
Freight conductors.....	1 75 to 2 15	2 00
Train baggagemen.....	1 50	1 90

The company offered the conductors on through trains an advance of 25 cents a day, but refused the other demands.

REBATE ON CANAL TOLLS.

The Government Not Liable for Goods Stolen From Its Warehouses.

OTTAWA, March 21.—In the Exchequer Court here to-day Justice Burbidge gave judgment in the case of the Queen v. the Ogdensburg Transit Company in behalf of the crown for $5347, with interest at the rate of 6 per cent. from Dec. 8, 1890. This was a case for damages against the steamer Haskell, which on July 29, 1889, ran into the head gates of lock 16 on the Welland Canal.

A decision of some importance to the travelling public was given in the Exchequer Court to-day. Sarah Dickenson sued the Government for certain goods, glacier diamonds, said to be stolen from the examining warehouse at Montreal. The damages claimed were $400. It was said clear or conclusive. It would be difficult for persons who require skilled labor to first ascertain whether there were not some where in the Dominion persons who plied that occupation. They were told that the bill before them was the counterpart of the American bill. He could well believe it, for it included all the features that had made the American measure the laughing stock of the civilized world. The committee that met two years ago had deplored and condemned the American law and now it was proposed that we should enact a law identical with it. Parliament would always be found willing to afford fair and proper protection to the workingman, but they could not consent to no legislation which proposed to prevent men coming here at their own expense to engage in lines of employment. It was particularly undesirable that in the circumstances of their present relations to the United States any legislation of this nature should receive the assent of Parliament. He believed it was a subject capable of friendly adjustment, and representations of the harsh nature of the provisions of the United States labor law would be made by the Canadian Government. He moved the six months' hoist.

Mr. Laurier Coincides.

Mr. Laurier agreed in a large measure with what had fallen from the leader of the Government. The author of the bill had admitted that it was of a retaliatory character. He thought, however, that a convenient and propitious time to have protested against the American Act was during the recent visit of the Canadian Ministers to Washington.

Both Mr. Ryckman and Mr. McKay of Hamilton supported the bill. The latter said that the Government's policy of protection should be applied to the workingmen as well as to their masters.

Mr. J. D. Edgar opposed the bill and Mr. W. B. Ives of Sherbrooke supported it on the ground that we could not afford to be governed by any higher moral considerations than our United States neighbors.

Mr. Mills of Bothwell also opposed the bill.

Labor's Voice.

Mr. Ingram, the labor representative of St. Thomas, was not prepared to endorse all the clauses, but the principle he could heartily support. The United States act bore heavily on Canadian workmen at Niagara Falls, Clifton and other points along the border. At St. Stephens, N.B., 700 men who earned their bread in the Canadian industries lived across the border in Maine. He asked that no vote be taken until they could hear from the representatives of the Dominion Trades and Labor Congress. They would be here in a few days.

He therefore moved the adjournment of the debate, which was accepted without demur.

At the opening of the House to-day Major Chapleau, Clerk of the Crown in Chancery, occupied a chair to the left of the clerk. On the table near him were piled the poll books and envelopes containing the ballots cast in the London election. Mr. Lister's motions calling for these passed in due order and in a day or two all the other documents will be brought down and then the scrap over the Cockney electoral fight will begin.

Mr. McMullen wants to know what irregularities Deputy Minister of Marine Tilton was guilty of and has moved for papers.

Mr. Perry is making enquiries in regard to the mooted tunnel under the Straits of Northumberland to connect Prince Edward Island with the mainland and we may expect a speech on the subject at an early day. It is only calculated to cost about $10,000,000.

Some Fun in the Senate.

Senator Boulton stood the Senate on its head again to-day. He had a question on the order paper asking whether the Government intended resuming the commercial status with Newfoundland. In putting the question he intimated that he intended reviewing the whole question, at the same time professing from the cavernous depths of his desk a stack of manuscript about a foot thick.

Basso Profundo Kaulbach tried to stem the torrent, with the result that a spirited debate took place on a point of order whether such a little question could consistently have such an enormous tail. The senators dearly love a point of order, and it was discussed with numerous quotations from Bourinot and May.

The enquiring senator came out on top. Then point after point was made and finally the Speaker ruled that the remarks were not germane to the question, and the senator had to subside truculently, promising to fire it off again on a substantive motion.

The oldest inhabitant will tell you that never before in the history of Toronto were such bargains offered in men's furnishings as those now being sold at White's old stand, 65 King-street west.

CANADIAN ALIEN LABOR LAW.

THE HOUSE DIVIDED INSIDE OF THE PARTY LINES.

A Retaliatory Measure Directed Against the United States Which Does Not Meet With the Approval of the Government—The Debate Adjourned in Order That Labor May be Consulted.

OTTAWA, March 21.—The House found itself divided inside of the party lines today on the question of the Alien Labor Law introduced by Mr. Taylor of Leeds.

The act is laid down on the lines of the United States act, and its purpose is to prevent the importation of workmen into Canada under contract.

Mr. Taylor in introducing it said if they could not get reciprocity in labor with the United States the only resort was to adopt their own tactics towards them. He quoted quite a number of cases where Canadians were prevented taking employment in the United States under the provisions of the law of that country. He said that this was the third time he brought the bill forward; now he intended to press it to a division on the third reading.

Mr. Fraser, the giant of Guysboro, pointed out that the bill would prevent us from importing skilled labor in new industries, instancing the glass and steel works in New Glasgow, where it was imperative to get skilled labor from abroad.

Dr. Sproule thought that Mr. Fraser had not read the bill. The fifth clause specially provided for the importation of such labor under contract.

Sir John Thompson Opposes the Bill.

Sir John Thompson said he was aware that this measure was supported by a large class, but he failed to see that its adoption would benefit any class in the community. If we were suffering by the operation of alien labor laws he could not see, nor had they been shown, that the adoption of a similar law here would mitigate the application of the law in the United States. There would be no amelioration or amendment of its provisions. On the other hand, while it was just now the policy of the United States to restrict emigration to that country, it should be our object to attract emigration of a suitable kind. Mr. Fraser had pointed out another defect, and he could not see that the clause that had been quoted as covering that defect was at all

The act is only calculated to cost about

GAVE HIS OWN DEATH SIGNAL.

A Grand Trunk Employe Has Both Legs Cut Off.

LONDON, Ont., March 21.—Robert Maxwell is at the Rectory-street crossing of the G.T.R. to attend to the ash pans of the locomotives and reload the tenders. The engine attached to the through freight train from Point Edward to Toronto came along last night and he went down into the dumping-hole to clean out the pan. He turned the water on as usual to scour the place, and started to crawl out under the locomotive. When half way out he gave the word, "All right," to the driver, and the latter started the engine. Maxwell suddenly remembered he had forgotten to shut the water off. He started back, but the huge wheels had begun to move, and they passed over Maxwell's limbs, cutting off both his feet above the ankles. He was removed to the station and taken in the ambulance to the hospital, where he now lies. It is not likely he will recover.

CONSIDINE'S CAREER ENDED.

One of the Worst Criminals in Detroit Fatally Wounded in a Quarrel.

DETROIT, Mich., March 21.—Detroit's toughest citizen, Johnnie Considine, received the finishing touch in his career of crime Saturday night, when he received in the left breast a bullet which fatally wounded him.

While drunk Considine quarreled with H. A. McCarthy, inventor of the cash register. The men were separated, but later in the evening met in Swan's restaurant, where the quarrel was renewed. Here Considine's actions were so threatening that McCarthy finally pulled a revolver and fired at Considine. The ball entered his breast. Physicians announce that he can not recover.

Considine's career for the past 10 years here has been filled with sensational criminal exploits. He has been tried for murder, has been involved in numberless shooting and stabbing scrapes, has acted as a fence for big crooks operating in this city and vicinity.

Considine is well-known in Toronto. His sister left here for Detroit on Sunday to nurse him.

A Chinese Crew Drowned.

VICTORIA, B.C., March 21.—The steamer Zambesi, which arrived here yesterday from the Orient, brings word that eight of the Chinese crew of the steamer Alwine, which left Shanghai on Jan. 20 for wreck of the steamer Marie, near Chefoo, have been drowned. During the gale on the night of Jan. 27 the engineer, who was on the Marie, was unable to get back and the Alwine sent her lifeboat for him. It was capsized and the crew were drowned. The Alwine then put to sea, but afterwards returned to the wreck.

Reliable Fashions.

Gentlemen's Hats of superior quality and finish made in the latest Spring Styles are now shown by W. & D. Dineen on the corner of King and Yonge-streets. This firm import direct very largely from the best makers in England and the United States, and they have at all times a class of goods reliable in make and color. They are also the agents of Henry Heath of London, England, and Dunlap & Co. of New York city. Both makers' goods are the acknowledged fashion in their respective countries. Dineen also keeps in stock Lincoln, Bennett & Co's., Tress & Co's., Christy's and other first-class makers' hats in Silk Dress Hats, Felt Derby and Soft Hats of every style.

Quebec Legislative Council.

QUEBEC, March 21.—The Lieut.-Governor has called Thomas Chapais, advocate of the city of Quebec, to the Legislative Council of the Province of Quebec to represent the division of Les Laurentides, instead of the Honorable Guillaume Bresse, deceased.

It is said that Mr. John Sharples, lumber merchant, will be called to the Legislative Council to fill the seat formerly held by his father, the late Hon. John Sharples, and just vacated by the Hon. John Hearn, M.P.

Lothrop, the Publisher, Dead.

BOSTON, Mass., March 21.—Daniel Lothrop, senior member of the publishing firm of D. Lothrop & Co., is dead, aged 60 years. He could trace his family tree to Priscilla and John Alden. Soon after the war he began the publication of the children's magazines, Wide Awake, Babyland and afterward The Pansy and Our Little Men and Women.

Geary Gets 15 Years.

DETROIT, March 21.—William Geary, the Trenton thief, who recently escaped while being taken to Belleville, Ont., jail, was sent to Jackson prison for 15 years today for highway robbery committed in Detroit.

London School Burned.

LONDON, Ont., March 21.—Fire broke out in the basement of the Talbot-street Public school, one of the largest in the city, about noon and totally destroyed the building.

Taps from the Telegraph.

The Chicago grand jury has indicted several aldermen.

At Springfield, Minn., a house owned by one Leahey took fire and six children were burned to death.

Deputy U. S. Marshal McNally of Portland, Me., was shot near Campo, N.B., and may die.

Heavy snowstorms were reported in Iowa, South Dakota and Nebraska last evening.

The Painesville (Ohio) Savings and Loan Association Bank at Painesville, Ohio, closed its doors last night.

Henry George of anti-poverty fame caused a scene in New York Supreme Court yesterday by declining to serve as a juror.

By a wreck on the Monongahela River Railroad, near Fairmount, W. Va., yesterday, one man was killed and several others seriously injured.

One Doz. oysters and a glass of ale, 25c, at the Hub.

Catching Up.

At this season there is always a slackness in business. J. Fraser Bryce, photographer, 107 King-street west, claims that for months past he has not been able to keep up with his orders, but will now be as usual, all promptness. 246

Use Everyday Laundry Soap. 246

DEATHS.

DINGMAN—At 49 Huntley-street, Sunday evening, March 20, Harold Roy, infant son of A. W. and Ida M. Dingman, aged 11 months and 20 days.

MILLS—At General Hospital, on the 20th inst., Henry Mills, in his 52nd year.

Funeral from B. D. Humphrey & Bros.' undertaking establishment, 331 Yonge-street, on Tuesday, 22nd inst., at 3 p.m. Friends and acquaintances will please accept this intimation.

SCOTT—At Lion's Head, Ont., on March 19, Annie Haworth, wife of Peter A. Scott, formerly of Toronto.

TOLTON—On Monday, March 21, at No. 70 Harvard-avenue, William Stanley, dearly beloved son of William Tolton and Louisa Baxter Tolton, aged 17 months and 11 days.

Funeral Wednesday, 2 p.m.

JACKMAN—Suddenly, on Monday, March 21, Capt. Frank Jackman, in his 68th year.

Funeral from late residence, 256 Berkeley-street, Wednesday, at 3 o'clock.

PURCIS—On the 21st inst., at the residence of A. Gormaly, 751 Queen-street west, Owen Purcis, in his 35th year.

Funeral from the above address on Wednesday morning at 9.30, to St. Michael's Cemetery.

BARTRAM'S ALIBI MAY WIN.

THE TURN OF A HAIR MAY DECIDE HIS FATE.

Further Evidence to Show That the Terror of Onondaga Could Not Have Been the Murderer of Heslop—That Game of Dominoes and the Trip to Hamilton With a Load of Wood.

HAMILTON, March 21.—The balance sheet for John Bartram and John Lottridge's accounts with the law will be struck during the next two days. The evidence will be practically closed, it is believed, when the sun sinks to-morrow afternoon.

It was like an oasis in the desert to observe an attractive-looking witness in the box this morning, after the swarm of squaws and Indians who have succeeded one another during the long trial.

The witness was Mrs. Fannie Dinsman, who was married in September last. She was allowed to sit down while giving her evidence. Mrs. Dinsman is a sister of Lottridge and niece of Bartram.

The Game of Dominoes.

She corroborated in every detail the story told on Saturday by her sister, Miss Nancy Grace Lottridge. She was living at Bartram's house for some time previous and subsequent to the date of the murder. Was there the Monday night before the murder and took part in a game of dominoes played that evening with other members of the family and the Weavers and saw her uncle John as late as 1 o'clock in the morning. She also heard him starting for Hamilton with a load of wood about 4 o'clock and did not see him again until