THE TORONTO WORLD

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MONDAY MORNING, AUGUST 9, 1886.

The Fishery Trouble.

We hear from Washington that the change of Administration in England has interrupted and therefore delayed the negotiations between the United States Government and the English Government over the Canadian fisheries difficulties. Minister Phelps has been instructed to again present the demands of the United States at the first opportunity. Secretary Bayard firmly believes that they will ultimately be granted. He will probably arrange a *modus vivendi* this month, under which both countries can act until a formal convention can be submitted to Congress on its re-assembling next December. Even if the Gladstone Administration had continued in power, no such final convention could have been signed until within the past two weeks. Judging from the action of the Senate in postponing the extradition convention until next December, it would have availed nothing for the Administration to have presented a fisheries convention to the Senate at this session. Mr. Bayard's contemplated arrangement of some way of getting along without further unpleasantness for the remainder of the present season is certainly important, if true.

The British minister at Washington has been having a time down in the salmon-fishing district, and a day or so ago was in Montreal, when he was interviewed by the Star. He believes that a sub-committee of the Foreign Relations Committee of Congress will soon visit the Maritime Provinces, and that this move will lead to some diplomatic action tending to a settlement. We fancy that things are working that way, after all. It may be fully expected that when Congress meets in December the President and his Secretary of State will have ready the draft of a treaty of some kind or other, agreed to by both governments, but of course still awaiting ratification by the legislative authorities.

Meantime another American vessel has been seized, which helps to keep up the excitement. It strikes us that the pursuit of fish under such difficulties as the Maine and Massachusetts fishermen have now to encounter from the cruisers cannot be a very profitable operation except on occasions. We should think that they would feel rather tired of it by the time the season is over.

"The Stupid End of a Dreary Session."

This and similar expressions, not at all of a flattering character, are being applied by the American papers to the close of this year's session of Congress, which took place Thursday last. The session was the first one of the forty-ninth Congress, and it lasted eight months, or 241 days of actual meeting and adjourning every day. It will scarcely do to say 241 working days, as not much work of importance was done. The press on both sides consider the session to have been a phenomenal record of "How not to do it." Very many good measures, urgently called for by the country's circumstances, were persistently blocked until they had to be dropped, apparently out of "pure cussedness" and unwillingness to do anything that was really for the good of the country. As a set-off, it is allowed, however, that very little jobbery was put through. It was, in fact, a negative, do-nothing session; members did not do very much harm and if by accident they did any good, they appeared to be sorry for it. The Chicago Times thus winds up some stinging remarks: "The present Congress has not decided a single political question, important or unimportant. It has consumed 241 days in contriving and conspiring not only how not to decide anything, but how not even to permit any important public question to be debated. It may be correctly said, therefore, that this Congress is without a rival or a parallel in our constitutional history. There have been four or five that sat continuously during a period somewhat longer, but there has not been one that achieved anything like equal distinction in consuming more time contriving how not to decide anything. In respect to vacuousness, many-headedness, uselessness, worthlessness, cheapness, littleness and general incapacity, the Great Legislative Ornithorhynchus, otherwise called the forty-ninth Congress, is without a peer."

Once again comment is being made on what appears to be a remarkable defect in the American system. The elections for the Fiftieth Congress take place the coming fall. But the Forty-ninth Congress has still another session to put in—the short one—from the beginning of December, 1886, to March, 1887. And the new Congress, to be elected two or three months hence, will not meet until December, 1887, or fully thirteen months after having been elected, although an extra session might be held earlier, if called by the President. Every two years the spectacle is witnessed of the old House continuing to sit, and to legislate for months after a new House, fresh from the constituencies, has been elected. Well, it may be all right; but it looks odd, at all events to our eyes.

The Greatest Railway Station in the World.

There is in course of erection in London, Eng., probably the largest railway station in the world. It is the Somerstown goods station of the Midland Railway, the site of which covers an area of upwards of fourteen acres, occupied until recently by an urban population of more than 4000 persons. The clearance of the site involved the demolition of hundreds of houses. In 1877 the railway obtained an Act of Parliament under which they secured powers for the purchase of the site, but it was not until about 1882 that the ground for the depot was finally cleared. The property cost the company a sum approaching £1,000,000. The Euston-road frontage is about 300 feet in length, extending from the Midland road. The area of the land widens considerably from the Euston-road northwards until at its northern boundary in Phœnix-street it is more than 600 feet in width. The getting in of the foundations involved some heavy excavations, and near to the bed of old Fleet river it was found requisite to sink cylinders to a depth of 40 feet through soft mud, in order to arrive at a sufficiently firm bottom.

The structure will comprise two floors, the ground floor and the floor above it, and as much of the traffic is intended to be marshalled and arranged on the ground floor, there will be hydraulic lifts by which the railway wagons will be lowered and raised. The upper floor is the chief structural feature in the building. It is constructed chiefly of iron over its entire area of fourteen acres. This upper floor is being constructed at an elevation of eighteen feet above the ground floor, and as the columns which carry it have to support a dead weight of ballast in addition to heavily-laden goods wagons, they have necessarily been made of exceptionally great strength. There are 400 of these columns, weighing 2000 tons; 4700 tons of main girders, and 3800 tons of cross girders. Almost flange plates are required in connection with these girders; they are 40 miles in length, while the floor plates weigh between 950 and 1000 tons. Upwards of 16,000 tons of iron will, therefore, be used in the construction of this floor. A large block of warehouses is about to be built on the west or Ossulston-street side of the depot; it will be upwards of 400 feet in length and four stories in height. The estimated cost of these great works when completed is set down at the sum of £2,500,000.

Over the border the distillers are laying their heads together and getting up a monster whisky combination. The Western Export Association, or Whisky pool, held a meeting in Chicago last week, resulting in the formation at last of the long-proposed "American Purchasing and Leasing Company." This is the pool reorganized and regularly incorporated. All the stock, except that assigned to two small distilleries at Cincinnati, was reported as having been subscribed. An election of officers will take place in the near future.

It is stated that Keely, the motor man, used to be a hotel waiter. The capitalists who put their money into his machine are now the waiters.

A lady passenger claims to have lost fifteen dresses by the sinking of the steamboat Passport at Cornwall. She must have been coming west to start a millinery store.

The assertion that the Canadian cruisers do not prevent the New England fishermen from securing cargoes may be true in some instances, but not to the extent claimed, else the Portland fire-eaters would not be so voracious.

It looks as though there were something really rotten in the British War Department. The futile attempt to enjoin the press from publishing charges of bribery and corruption has not mended matters. As the accused parties are influential the exposures have caused some amazement and consternation. Their author is in deadly earnest, and interesting developments may be expected.

Perhaps if Mr. Gladstone consents to visit Ireland the Marquis of Londonderry will see that Kilmainham is kept green.

Mr. Chamberlain says that he has no quarrel with the Liberal opponent of the Home Secretary because the former has renounced Home Rule and all its props. That will not atone for the embarrassment his candidature must cause the Government, whose chief plank is opposition to Home Rule.

In connection with the proposed annexation of New Edinburgh the Ottawa Journal informs "the bright and intelligent World" that in such matters there is an eastern suspicion of Mr. Mowat's freedom of action. It will be time for us to believe this when he acts in the present instance. Every government is more or less amenable to outside influence, all pretences to the contrary notwithstanding.

An important conference of Knights of Labor was held in New York the other day, the question to be considered being whether they should support either of the two great political parties in the coming elections of representatives in Congress, or put up candidates of their own. It was decided by a vote of 269 to 40 that all organized labor associations should take independent political action in the coming campaign. Then, after passing a resolution to give no information to the press, the conference adjourned to meet on August 19. As a matter of course the proceedings of the meeting were reported in the papers next day.

LAUNCH OF THE ORIOLE.

Mr. Gooderham's New Yacht Takes to the Water Like a Sea Gull.

Vice-Commander George Gooderham's new yacht Oriole was successfully launched from the dock at the foot of Parliament-street Saturday afternoon. The wharves in the vicinity were crowded with people who had come to see the boat take its baptism, and numerous small craft drew up at a safe distance in the bay. A small platform had been erected to the east of the boat, on which stood a number of ladies and Mr. George Gooderham, directing his little daughter Violet how to christen the boat. She held a string in her hand to which was attached in mid-air a bottle of champagne. She was to let the string go when the boat moved, and the bottle would be smashed on the side. On board were Commodore John Leys, A. E. Gooderham, G. H. Gooderham and W. G. Gooderham, J. E. Ellis, R. W. Sutherland, John Massie, A. B. Lee, Dr. J. F. W. Ross, John Henderson, Capt. Dick Fugler and others. At 3.25 the last stay was knocked away, the gun went off and the boat slid down the groove and into the water just about as neatly as it could be done. The new Oriole sat in the water as proud and stately as a swan and seemed to give promise of great things in the sailing line. After being thoroughly inspected she was moored close by to receive additional trappings and a few more artistic touches, when she will be ready to take her place beside any yacht on the lakes. A champagne christening and congratulatory speeches wound up the affair.

The new Oriole is a deep draught centre board, schooner-rigged yacht of about 100 tons. She was modelled by A. Carey Smith of New York, the designer of the Priscilla and was built under the supervision of F. Driscoll, also of New York. She is particularly substantially built, not alone with a view to racing but also with a view to staunchness. When she is complete between twenty and thirty thousand dollars will have been expended on her. Her frame is of oak and tamarac, and she is planked with Georgia pine. Her stanchions are locust, and the skylights and trimmings mahogany, all her wood having been imported from New York. Her sails have been made by Wilson of the Empire City, and in every respect she will be fitted with all the latest improvements. She was built entirely on her owners' (the Messrs. Gooderhams) dock at the foot of Parliament-street. She has been building since February last, her sailing master, Capt. Richard Fugler, having watched her with the affection and jealous eye that only a mariner can experience for his vessel as she grew from the first piece of lumber until now that she is a thing of beauty and the handsomest craft probably that sails on the big lakes. Her cabin and staterooms are to be elaborately fitted up, but just now nothing more will be done than is absolutely necessary for cruising purposes, the idea being to thoroughly fit her out during the winter. Her length over all is 87 feet 6 inches, six feet more than the old Oriole, the relics of which, after her eight years' service, are now laying around on the east side of the dock. She is 7 ft. 9 in. draught without board, which is 16 ft. Her extreme beam is 20 feet 3 inches, length on low-water line 73 ft., least freeboard 2 ft., 9 in., over-hang aft 11 ft., 6 in., and cabin head room 6 ft. 2 in. under beam. For ballast she will carry 18 tons of lead on her keel and 17 tons inside. From end of bow to end of main boom she measures 134 ft. and from main topsail to deck 92 ft. 7 in.

She will carry mainsail hoist 49 ft., gaff, boom 50 ft., gaff 29 ft., after-leach 64 ft., cruising foresail, hoist, 46 ft., boom 26 ft., after-leach 52 ft.; fore staysail, hoist, 50 ft., foot 22 ft., after-leach 44 ft.; jug foresail, gaff 23 ft., hoist 46 ft., foot 31 ft., after-leach 33 ft.; jib, luff, 68 ft., foot 32 ft., after-leach 48 ft.; working jib topsail, luff 74 ft., foot 42 ft., after-leach 40 ft.; balloon jib, luff 64 ft., foot 61 ft., after-leach 56 ft.; balloon jib topsail, luff 85 ft., foot 58 ft., after-leach 76 ft.; fore gaff topsail, luff 36 ft., after-leach 24 ft., foot 24 ft.; main gaff topsail, luff 40 ft., after-leach 26 ft., foot 28 ft.; club topsail, luff 54 ft., after-leach 34 ft., foot 40 ft.; working main-topmast staysail, head 34 ft., foot 20 ft., after-leach 20 ft.; balloon main-topmast staysail, luff 40 ft., head 34 ft., after-leach 30 ft., foot 68 ft.

No Need of It.

"Saint Louis Critic (Critic, N.Y.)

"Say, stranger, why don't they put up a sign 'dangerous' down here at this ford?" I drove through there just now and came near getting drowned."

"Well, now, I guess everybody that goes cross finds out it's dang'rous, so we don't need no sign."

THE TRICKS OF TUGMEN.

One of Them Relents to the Folly of Antagonizing the Canadian Authorities.

From the Detroit Free Press.

"These Detroit tugmen who have so long been antagonizing the Canadian Government by violating the international wrecking law and ignoring the customs regulations of that country should have a care," said a vessel captain yesterday. "It makes no difference whether the laws are just or the customs regulations unnecessary, they are guilty of an offence against the Canadian Government just the same, and if a number of their tugs should be seized and confiscated the owners would have no appeal and no just grounds upon which to ask the intervention of the United States Government, as some of them talk of doing. There is not a tug owner on the lakes that has but one tug that is not liable to seizure by the Canadians the moment he can be found navigating Canadian waters.

"It is not to be wondered at that the Canadian Minister of Marine should feel some animosity toward American tug men when it is considered how contemptuously he and his subordinates are treated by them.

"The Canadians haven't got a tug or other craft on the upper lakes powerful enough to capture an offending American tug, and every attempt made by them only serves to bring them into deeper contempt. Now, there was that instance up at Sarnia last summer. A little wheezy Canadian tug with officers on board got alongside the big tug Mocking Bird for the purpose of taking her into port to answer to a charge of violating the law. The officers actually lashed the two boats together, and when they began to congratulate themselves on the success of their scheme, the powerful engine of the Mocking Bird commenced to work, the course of the boat was changed from Sarnia to Port Huron, and the American tug steamed into a port of safety in spite of all the efforts of her captors. Of course the Canadians were disgusted, but they couldn't better the situation, and they had to depart amid the jeers of their late captors and their friends.

"The Canadian Government has been known to hire assistance from this side of the boundary line to effect the capture of American expeditions found wrecking in Canadian waters. One such instance occurred not many years ago. Word reached Ottawa that an American tug was trying to raise a vessel somewhere up in Georgian Bay, I believe. I think the source of the information was an American tug owner who had a tug cruising around in that vicinity looking for a job. Of course the authorities were anxious to capture the tug, but they had no boat swift or strong enough to do the work, and so telegraphed the man who was suspected of giving the information to send one of his tugs to a certain Canadian port and take on board a number of officers he would find awaiting her there. You may bet that tugman let no grass stop him. The officers were taken on board and the tug swooped down on the expedition and succeeded in capturing part of it. Now, what do you suppose that American tug-owner did? Why, he sat down and wrote out a bill against the Canadian Government which simply paralyzed the Minister of Marine when he read it.

"Pay it? Well, I guess they did. There was no getting around it. The Minister didn't take the precaution to make a bargain before the expedition started, and when it was over it was too late.

"Divide with the captured party? Well, hardly. He was a tugman."

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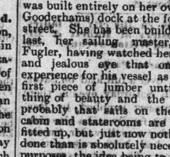

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Pursuant to an order of His Honor Judge McDougall made in a suit of Brown v. Andrews, now pending in the County Court of the County of York, and under the direction of the receiver appointed by said court in said suit, there will be offered for sale by Public Auction by Oliver, Coate & Co., Auctioneers, at the Livery Stable premises, 159 Queen-street west, Toronto, at the hour of 12 o'clock noon, on THURSDAY, the 12TH DAY OF AUGUST, 1886, the Livery Stable Business carried on on said premises, together with the stock and Livery Stable effects, consisting of Horses, Buggies, Cutters, Harness, Robes, Fixtures, etc. The whole of the business, stock, etc., will be offered for sale en bloc.

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Choice Brands Wines, Liquors and Cigars.
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NOTICE.
Str. Southern Belle.
On and after Monday, Aug. 16, the steamer will leave for Hamilton and Oakville at 7. a. m. and 2.30 p.m., thus affording citizens much better service than heretofore. The daily excursions will be continued. 146
$12.00 ONLY $12.00
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TO
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AUGUST 14TH, 1886
VIA Boat to Lewiston connecting with through train for New York.
Tickets good to return any day up to the 1st September.
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Grand Wednesday Afternoon Excursion, commencing Wednesday, Aug. 4, and every Wednesday afternoon until further notice, per Palace Lake Steamer,
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Leaves Geddes' Wharf, foot of Yonge-street, at 3.40 p.m., giving one hour in St. Catharines and one and a half hours in Port Dalhousie. Anderson's Band will furnish music for dancing. St. Catharines and return 60c. Port Dalhousie and return 50c. Saturday afternoon excursion continued as usual. 123

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For 25c. on WEDNESDAY, AUGUST 11, 1886, by the Popular Palace Steamer HASTINGS. Boat leaves Geddes' Wharf, foot of Yonge-street, at 2 p.m., calling at Brock-street and Queen's Wharf going up. Returning leaves this beautiful pleasure resort at 7.30 p.m., arriving in the city at a good hour. Tickets may be had at the office of F. G. Close or at the rooms of W. W. Farley & Co., also at the wharf before leaving. 612

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Fourteen miles of fresh air and lake breezes. Aerial Swings, Steam Merry-go-Round.
STEAMER MAZEPPA
From Church-street Wharf (Sylvester's) at 10 a.m. and 2 p.m., calling at Brock-street and Queen's Wharf 10 and 15 minutes later.
FARE, ... 25 Cents.
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The favorite pleasure resort, is now provided with Patent Swings, Merry-go-Round and other amusements, besides which the renowned ACROBAT AND CONTORTIONIST, JACKO HAIRYBLACKTOR, will give free performances every afternoon on the tight rope and trapeze. Everybody goes home astonished and delighted.
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Sails regularly daily leaving Church-street dock at 10.30, 2.30 and 4. Brock-street dock at 11, 2 and 4.30. Special evening trips every Wednesday and Saturday, leaving Brock-street 7.30 and Church-street 7.50, returning from Park at 10 p.m. to Church-street only.

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Sail by this Line, get a bath and return. Ferry ticket all for 15 cents. Go on board the large and spacious decked steamer Sadie from Brock-st., and the Palace Steamer Geneva from Yonge-street, and enjoy an afternoon. Continuous sail from City to Island without going ashore. Tickets, 10 cents; children, 6 cents; 30 single tickets for $1.00.
J. H. BOYLE, Manager.

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"RUPERT"
To the Delightful Groves of
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MONDAY, AUG. 16TH,
In addition to the usual and special attractions of the Park the Excursionists will have an opportunity of hearing a stirring recital of what a blind man saw in England, by the eloquent blind orator, Dr. Milburn. The Popular Military Band of the Body Guard will accompany the Excursion. The "RUPERT" will leave Geddes' Wharf at 9 a. m.

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COOL BREEZES. NO DUST. PLEASANT.
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Steamer leaves Milloy's wharf at 7. a.m. and at 2.30 p.m.

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50c. return.	25c. return.	$1.25 return.

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Mde. Dubois & Fils, Ostrich Feather Manufacturers and re-dyers, beg to inform their customers and the public that they have removed to 97 King street west, where in addition to their dyeing feathers, they have commenced the manufacturing of fine Feather Trimmings, in all shades and widths. A call respectfully solicited. Remember, 97 King street west. 138

CAMP BEDS CHEAP.
HAMMOCKS ONLY 50 CENTS, in
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LONDON EXHIBITION.
State Line for Glasgow & Belfast.
Reduced Fares to Liverpool and London.
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Why spend almost a month at sea in the saloon of a poor, slow steamer, when you can go and come for less money and in half the time, in the intermediate of the
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'CHICORA'
IN CONNECTION WITH
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On and after Monday, June 7th, the steamer CHICORA will leave Yonge Street wharf at 7 a.m and 2 p.m for Niagara and Lewiston, connecting with express trains for the Falls, Buffalo, New York and all points east and west.
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No Fancy Prices. Terms Cash.
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GARDENER,
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THE FASHIONABLE TAILOR,
Ensures to his Patrons Fashion, Fit and Finish. Try him once and be convinced. 624

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P.S.—We close early during July and August.

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Select stock of Fine Tweeds, Fancy Worsteds, New Pantings, etc., on hand. Perfect fit guaranteed. 246

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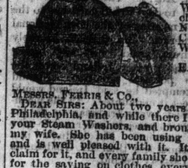

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G. T. R. East