# WHY THE VOTE SHOULD BE YEA

*MANY GOOD REASONS ADVANCED BY CORRESPONDENTS.*

**The Last Batch of Letters On the Sunday Car Question Include Some of the Best Yet Written On the Subject From Any Standpoint—Citizens Give Their Reasons For the Faith That Is In Them**

Editor World: The citizens of Toronto are to vote in a few days as to whether we are to have a street car service on Sunday or not. I do not pretend to have read all the letters and editorial contributions on the subject, but apparently the majority of the arguments may be grouped under the following heads:

1. The strictly religious argument and the religious argument limited by works of necessity.
2. The claims of the particular employes who will be required to work on Sunday.
3. The argument for a quiet Sunday.
4. Hostility to the company.

I propose to say a few words on the last two subjects.

THE ARGUMENT FOR A QUIET SUNDAY.

While many contributors and speakers mix up the religious argument and the company's employes with the quiet Sunday, the last is the framework made to carry most of the statements and opinions offered. I have personally no use for Sunday cars, and I appreciate quiet at all times, even to the extent of disliking all the noises connected with the machinery of a modern city. But I strive somewhat to consider others. I have never taken a trip around the belt line on a summer evening, but I am sure that it is an unspeakable relief and joy to some of our people, and I would have it very much on my conscience if I aided in making it impossible for anyone to enjoy this pleasure and recreation merely because I dislike the noise and commotion incident to a street car service. Unless it can be shown that street cars on Sunday are morally wrong in themselves or would constitute a legal nuisance I do not hesitate to say that we have no right to prevent people from enjoying the pleasure of a ride on Sunday. It will not do for individuals to say, "I desire a quiet Sunday and will vote against Sunday cars." If the majority favor them they should have them, but if an important part of the community who are in the minority desire it they should still have them, unless Sunday cars are clearly a nuisance or morally wrong in themselves. I am aware that this is not the law—it is only altruism. But it is argued that while the running of Sunday cars may not be wrong in itself it leads to wrong. Sunday cars, we are told, mean open saloons. Might we not just as logically say that the power to walk on our legs leads us into sin? Is there really any connection whatever between a street car service on Sunday and the keeping open of saloons? Would it occur to anyone in the cities of Great Britain where tram-cars run on Sunday and where liquor is to be got very easily to connect the two? But we are threatened with something even worse than open saloons. We are threatened with the United States Sunday if we have Sunday cars. The United States Sunday is the product of the people from European countries who have settled in American cities and are numerically strong enough to impose the Sunday of Europe upon these American communities. That is the reason why Sunday in the cities of the United States is what it is; and our Sunday is what it is because we are a British people or of British descent almost entirely; and we impose upon any Germans, French, Italians or other Europeans, not British, who dwell among us, our habits regarding Sunday. If emigration from Europe ever destroys our homogeneous condition and we are numerically swamped by foreigners, as Chicago is, we may have a Chicago Sunday. Until then let us be honest about Sunday cars and not load the subject with such absurd arguments!

Although a Canadian, I lived many years in New York. Sunday there ranges from the strictest observance to the most flagrant lack of observance, but it would seem a strange thing to the most pious New Yorker to connect the elevated railway or the surface cars with the crime any more than the virtue of the city. They as often make the opportunity for the one as the other. The good and the bad use the water, the artificial light, the pavement and the cars, and are affected alike by bad drainage and filthy streets. The civic machinery is complete or incomplete, as it serves or fails to serve the just demands for comfort of the people.

If anyone thinks Sunday cars in themselves deliberately sinful, let him vote against them and seek no other, as there can be no stronger argument to condemn them. But if he discusses the subject from the point of view of expediency and public morals, let him be sure that he has not, as in the Jewish ritual, made the Sunday car, like the scapegoat, carry all the sins of the world before trying to drive it into the wilderness.

HOSTILITY TO THE COMPANY.

I have been told several times by men who intend to vote against Sunday cars that in their opinion if a vote could be taken on the merits of Sunday cars alone we would have the cars by a large majority, but that Sunday cars will be defeated because so many people are "down on the company." I sincerely hope for the credit of Toronto that this is not true. What does it mean? We are getting quite used to the plebiscite as a means of settling questions of this kind, and yet this charge means that the people when put in the position of judges cannot be trusted to be fair to a corporation they may happen to dislike. I do not know, however, why any citizens should be "down on the company." They have given us an excellent service, and if the conversion to electricity is not complete it has not been from lack of desire on the part of the company to complete it. We must hold the City Council responsible for the delay, not the company. The attempt to arouse the feeling of the workingmen of Toronto against the company by discussing the details of the company's arrangements with its employes as to uniforms is too contemptible to impose on any men of intelligence, and the statement that even if the company gave its covenant to make no man work more than six days in the week, it would not keep the covenant, is evidently made by those who believe that there are numbers of laboring men in Toronto with Socialistic tendencies, whose hatred of organized property in any form is such that any slander will be believed if it is only against a corporation. REASON.

Toronto, Aug. 23, 1893.

**As To Mr. McKenzie.**

Editor World: At the Auditorium Monday night I heard Mr. Spence depart from reason and attack the general honesty and integrity of the street railway company. His zeal led him to speak of the company as if composed of rogues and scallywags. It is true he mentioned no names, but the company being a combination of men his remarks necessarily pointed against the directorate personally, a particular one of which directorate is Mr. William McKenzie, president of the company. The audience evidently appreciated Mr. Spence's remarks as pointing to Mr. McKenzie, because subsequently when Mr. Maclean mentioned the name of Mr. McKenzie it was received with strong signs of disapprobation, indicating that Mr. Spence's harsh judgment had left its sting. To many it is known, but to many it is not known, that Mr. McKenzie until recently resided in the County of Victoria. All his life he has done business in this county. His fellow-citizens from time to time placed him in offices of trust in public and private life. His career has earned for him a high and honorable reputation, and stamped him as a man incapable of a mean or unworthy act. Many if not all of us here take pardonable pride in Mr. McKenzie's creditable career, a career all the more creditable and all the more enviable because it began with small beginnings. Human nature, all the world over, recoils against injustice, and it is because I felt at once how cruelly unjust Mr. Spence's remarks were towards Mr. McKenzie that I now presume to do what I seldom ever do, write to a newspaper. We all are prone to hasty judgment of one another's actions, and because of this I desire to add that Mr. McKenzie and I have always been opponents one of another, and if reciprocity is part of humanity I owe him less good than harm. JOHN A. BARRON.

Lindsay, Aug. 23, 1893.

**The Privileges of the Few.**

Editor World: If the Sunday car movement is carried, as I hope it will be, those who oppose it on moral grounds to be consistent should not use the cars on Sunday at all. It is to be hoped that they will stick exclusively to their carriages, cabs, coupes and shanks' mares, but I am afraid the hope is a vain one.

I do not know that I can add anything new in the way of argument to this discussion, but I desire to put myself on record as against the bigotry, intolerance and restrictionism of the Tartuffes, Pecksniffs and mossbacks who advocate on wholly untenable grounds the privileges of the few at the expense of the many.

The air is much purer in the parks, and it does anyone good to spend leisure time there. It is well known that fresh air oxygenates the blood. The effect, also, on the mind of cool green places is soothing and refreshing.

Especially will Sunday cars be a boon to the toiling masses. They will be the means of widening desirable social intercourse, and of facilitating the performance of necessary and beneficent actions.

JUDSON F. DAVIDSON, 22 Madison-avenue.

**He Would Like to Change Places.**

Editor World: I have been very much struck with the absurdity of some of the arguments of the antis on the car question, and one especially, namely: That the company wish to run cars on Sunday merely for the purpose of making a few extra thousands a year. Now, what is the company here for but for the purpose of making money, and in their wish to run Sunday cars can any sensible business man, or anyone able to look at the thing from a business standpoint, see more than a legitimate attempt to extend their business? A wholesale or retail firm in this city would be called enterprising if they extended their business, and for the purpose of making money, too. People do not go into business for fun or for the pleasure of serving others, unless there is money in it. Many people imagine that because a corporation is rich that is sufficient reason for abusing them, forgetting at the same time the many conveniences they enjoy from the existence of the same. Another cry, seven days' work, is used; the men at present, if they want a day, lay off and there are a hundred relief men to take their places; why not so Sunday? Vote for Sunday cars and let our beautiful city keep up with the progressiveness of other cities, and as for the men, the writer of this, who is a mechanic, would like the chance of a steady job on the cars, seven days or not, for the conductors or motormen are better off than the most of mechanics are in Toronto.

F. L. GODFREY,
54 Caroline-avenue, city.

**A. M. Bowman, the Antis' Champion.**

Editor World: In The News to-night is a long screed from A. M. Bowman, an livery stable keeper, in which he denounces in unmeasured terms the idea of men having to work on Sunday. As an ex-employe of Mr. Bowman's I can speak of the manner in which he treated his men, and no Nigger driver ever worked his slaves harder than this same man. He wanted his men to work seven full days a week, and ten hours was not a day's labor with him either. His stable did the prison work on Sundays and Thursdays. The driver, whose work was supposed to be ended at 7 p.m., was always sent for the minister who was to preach at the Central that evening. This man had to wait for the minister and drive him home, then do up his horse, never leaving the stable before 10.30. And further, this goody-goody opponent of Sunday labor did not give the driver extra pay for the extra service. None of his drivers or stablemen were ever known to have a half holiday; neither did they have an opportunity to attend church even once on Sunday. I should think from his past record that Mr. Bowman would be ashamed to figure in print, and it is particularly noticeable that now that he wants a job himself he wants to work six days only, and as the street car man will not be permitted to work more than six days, my advice to him is to apply to the company for a situation. ANTI-HYPOCRISY.

**Testimony From Boston.**

Editor World: I notice in the issue of The Empire of the 23rd an article signed "Mr. Jones" re Sunday street cars, and having a conversation with the men as to the element that ride on them. Well, sir, I have been in Boston, where there are horse and electric cars in use, and I find that the most respectable people use them. True, there are some roughs, but they are few and far between. If Mr. Jones had taken the trouble to watch the cars in the morning and again in the evening he or any one else would see that a few hours in the park or country did not do the workman and family any harm, but on the contrary a great deal of good. You could see their happy faces gleaming with pleasure after having an outing coming home ready for another six days at the workshop and at home. True, there are some who have spent the day otherwise, but you can find in our own city such. I may state that the bars are closed at 11 p.m. Saturday night till 6 a.m. Monday morning, with no beer gardens. I may state that the church people use them, even to the minister, and think it is not sinful as I have heard said. Now, a word for those of us who have to work on the seventh day already. Are we not entitled to as much accommodation on the seventh day as any other day in the week? I think it is an injustice to have to do without the cars. Most of us use them any other day, and why are we deprived of them on Sunday? The only reason I can see is that some people are like the dog in the manger, who would not eat himself or let the horse eat.

E. JACKSON, 6 Agnes-st.

**One Injury That Is Occasioned.**

Editor World: You are right when you say that the want of Sunday street cars keeps country people out of your city. Take my own case—my son, wife and four grandchildren live in Parkdale. To visit that family—largely in order that the children may not forget that they have a grandpapa—I purchase my railway ticket to the city and return, $1.70, go up on a Sunday morning, land at the Union Station, and then what? Pay one dollar for a hack to Parkdale or "foot it," as I cannot walk that distance or the quarter of that distance. Out comes the dollar. In the evening, to reach the Union Station, another dollar; total between Union Station and Leopold-avenue, Parkdale, up and down, $2, while my full railway fare and return is but $1.70. When at Parkdale on a Sunday I always attend my son's church, and if I could lay that $2 on the collection plate how gladly I would do so! But I cannot think of paying $2 for above purposes and then contribute but $1 for church purposes. Result, I do not go up once, when with street cars I would go a dozen times.

Not very long ago, wishing to call on a friend in Queen-street west, I walked the first part of my Sunday morning tramp for Parkdale. A public hack passed with occupants, four, evidently sporting youths, with a fifth on the seat in front with the coachman, all pretty full, all smoking, all with hats cocked awry, all talking loud, with their feet higher than their heads. They wished to attract attention, and they did so with a vengeance. It was the most disgusting sight I have seen in your city for a long day. Now, if the five young men had been on a street car they would have been forced by the frowns of their fellow-passengers to conduct themselves decently and in order. I have had a good deal of experience with Sunday street cars in the chief cities of the United States, including Chicago, Detroit, New York, Philadelphia and bad Cincinnati, with their parks and pleasure gardens on the mountain top. And yet I saw more silly, sickening half-drunken rowdyism on that Sunday morning in the presence of your citizens and an example to your young men and maidens on their way to church than I ever witnessed altogether on Sunday street cars. I have had a large experience in the way of traveling on this continent, the British Isles and Continent of Europe, and well know whereof I write. By all means give us in your city Sunday street cars. A COUNTRY RESIDENT.

Aug. 23.

**Sunday Stories at Grimsby Park.**

Editor World: The fact that our ideas of Sunday keeping are often the result of early training and prejudice was clearly illustrated by two stories told at Grimsby Park last week, one by Chancellor Sims of Syracuse University and the other by Inspector Hughes of Toronto.

Chancellor Sims related the story of the Scotchman who stole a horse in the Western States one Saturday night and was caught on Monday morning not far from the place where he committed the crime.

"Why did you remain so long in the neighborhood?" asked the judge at the trial.

"Man," indignantly replied the horse thief, "do you think I would travel on the Sabbath?"

Mr. Hughes told of a Sabbatarian in Manitoba who punished his daughter for reading the historical part of the Bible on the Lord's day. Truly man has made many varieties of Sunday observance!

The Scotch boy was not altogether unreasonable who wished he was a pig so that he would not need to keep his father's Sabbath.

The world becomes more liberal, however, as it becomes more enlightened. J.C.

**Criminal Statistics and Sunday Cars.**

Editor World: Permit me to give statistics from the blue books of the Dominion respecting the moral standing and crime of the cities using Sunday cars. The following six cities have been using Sunday cars for many years, and their ratio of crime when the vote was taken on the Sunday car question 20 months ago was this proportion to the thousand of population:

| | |
|---|---|
| Montreal | 33 |
| St. John | 27 |
| Quebec | 20 |
| Halifax | 16 |
| St. Catharines | 29 |
| Belleville | 30 |

Toronto's crime was 36 to the thousand, being higher than the cities using Sunday cars. It may be objected to this one year as not a fair test, so here are the statistics from the Dominion blue books for the past three years, and this is the average of crime:

The six cities running Sunday cars average 26 criminals per thousand of population for the past three years and Toronto without Sunday cars averages 33 1-3 criminals to the thousand for the same time. The average of the past three years shows that Toronto has 1602 more criminals than its proportion to the six cities named.

In adding up the population and crime of these Sunday car cities and comparing it with Toronto, Toronto in the three years has 1602 more criminals than its share. That is, every year Toronto has 534 more criminals than it should have according to the average of the six cities that run Sunday cars. It is evident that the Sunday cars have raised the moral standing of those cities by carrying people to church and carrying others out from the hotbeds of crime. Hiving criminals breeds crime. Fresh air disinfects them morally and physically. We want Sunday cars in Toronto to pull up this city to the high moral level of the six cities using them.

D. ARMSTRONG.

**How the New Vote Will Go.**

Editor World: Five young men met on the corner of King and Yonge at noon yesterday while sauntering about after having had lunch. They were all in favor of Sunday cars, but the significant fact is that not one of them had a vote when the subject was last voted upon. This indicates the direction of the new vote. JUNIOR.

**Vote As You View It Personally.**

Editor World: Now that the Sunday car question is drawing near a decision at the polls, I would like to invite the attention of the citizens to a point in the controversy that (owing to the numerous side arguments) does not appear to me to be sufficiently considered, viz., how would a good Sunday car service suit you personally?

Let every voter ask himself or herself the question: Would you like to have the privilege of a Sunday service or not? Don't go into details about your neighbors, or their habits, and don't talk twaddle about your sisters, or your cousins, or your aunts.

Come down to yourself. Would it suit you? If so, vote for it; if not, don't. To the medley of arguments used there can be no generally satisfactory answer. What would be considered a good case for one side is considered a poor argument by the other. I have met people who say they will vote against them, but if they should run they would use them. To such people there is no answer necessary, they take an illogical position. There are others who say they would approve of Sunday cars if the employes can be secured against seven days' labor.

That is a question for the employes to look after, although I understand it is already guaranteed. Labor is undoubtedly the basis of all commerce, and when men who labor daily perfect their organizations they will be in a position to safeguard their own interests. At any rate workingmen don't want any sops from pretended friends, who would give them a quiet Sunday and take every advantage of them they can all the rest of the week.

Let every voter be honest. Do away with sentiment and vote on the one straight question.

As to the opponents of Sunday cars who from religious training—perhaps of the Puritanical type—have conscientious objections, it would be utterly useless to attempt to convince them otherwise. They are firm in their convictions and all honor to them for sticking to what they believe to be right. Let them stay by their opinions. But to those voters who have complicated the labor question, the liquor question and many other questions with the Sunday car question, I would say: One thing at a time; let these other questions take their turn; stick to the main issue, and on the 23th vote on the real question at issue. E. S. JEAN.


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# GRAIN MARKET STILL WEAK

*CONTINUED LIQUIDATION STILL KEEPS THE MARKET DOWN.*

**New York Markets Also Weak—Local Grain Markets Slightly Better—Fruit Market Dull—Grapes Beginning to Come in—Other Local Markets.**

Oil was quoted in Oil City yesterday at 59.

Silver was quoted in New York yesterday at 74⅝c per oz.

Consols are cabled at 97⅝ for money and 97 11-16 for account.

Canadian Pacific closed in London to-day at 73.

Sugar—Steady, standard "A" 5 3-16to 5⅜c; confectioners' "A" 5 1-16 to 5⅛c; cut loaf and crushed, 5⅝c to 5 13-16; powdered, 5 7-16 to 5⅝c; granulated, 5 3-16 to 5⅛c.


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THURSDAY EVENING, Aug. 24.

Trading was slightly better on the Stock Exchange this morning, the total sales aggregating 455 shares, principally confined to Imperial, Standard, British America and London and Canada L. and A. stocks. Quotations are:

| STOCKS. | Wednesday 1 P.M. Asked | Bid | Thursday. 1 P.M. Asked | Bid |
|---|---|---|---|---|
| Montreal | 215 | 212 | 215 | 210 |
| Ontario | 115 | 110¼ | 115 | 110¼ |
| Molsons | .... | .... | .... | .... |
| Toronto | 245 | .... | 248 | .... |
| Merchants | .... | 146 | 155 | 145 |
| Commerce | 155 | .... | 136 | 132 |
| Imperial | 176 | 173 | 174 | .... |
| Dominion | 259 | 257 | 263 | 258 |
| Standard | 160 | .... | 159 | 157 |
| Hamilton | 160 | .... | 160 | .... |
| British America | 116 | .... | 116¼ | .... |
| Western Assurance | 139¼ | 137 | 139 | 138¼ |
| Consumers' Gas | .... | .... | 180 | 180½ |
| Dominion Telegraph | 107 | .... | 107 | 104½ |
| Canadian Pacific | 78 | .... | 78 | .... |
| Can. Pacific Ry. Stock | 71 | 69 | 71 | 69 |
| Toronto Electric Light | 190 | .... | 190 | .... |
| Incandescent Light | 115 | 112 | 120 | 112 |
| General Electric | 110 | .... | 110 | .... |
| Commercial Cable | 118 | 116½ | 119 | 117½ |
| Bell Tel. Co. | 155 | 126 | 135 | 125 |
| Rich. & Ont. Nav. Co. | .... | 47 | 51 | 47 |
| Montreal Street Ry. | 165 | .... | 165 | 157 |
| Duluth Common | 7½ | .... | 7½ | 6 |
| " Pref | 10 | .... | 10 | 14 |
| British Can. L. & Inves. | .... | .... | .... | 117 |
| B. & Loan Association | .... | 101 | .... | 101 |
| Can. L. & S. In. | 136 | .... | 135 | .... |
| Canada Permanent | 198 | .... | 198 | .... |
| " " 20 p.c. | 185 | .... | 185 | .... |
| Central Can. Loan | .... | 118 | .... | 118 |
| Consol. Land & Inv't Co. | .... | 142 | .... | 143 |
| Dom. Savings & Loan | 94 | .... | 94 | .... |
| Farmers' L. & S., 20 p.c. | 118 | .... | 118 | .... |
| Freehold L. & Savings | 140 | .... | 140 | .... |
| " " 20 p.c. | 128½ | .... | 128½ | .... |
| Huron & Erie L. & S. | .... | 160 | .... | 160 |
| " " 20 p.c. | .... | 150 | .... | 150 |
| Imperial L. & Invest. | 123 | .... | 123 | .... |
| Land Security Co. | 170 | 150 | 165 | 150 |
| Lon. & Can. L. & A. | 131 | .... | 131 | 128½ |
| London Loan | 108 | .... | 108 | .... |
| N. of Scot. Can. M. Co. | .... | 160 | .... | 160 |
| Ontario Loan & Deb. | .... | 130 | .... | 130 |
| People's Loan | 100 | .... | 100 | .... |
| Toronto S. & Loan | .... | 119¼ | .... | 119¼ |
| Western Can. L. and S. | .... | .... | .... | .... |
| " " 25 p.c. | .... | .... | .... | .... |

Transactions: 2 Ontario at 111; 20, 23 Imperial at 173 reported; 13 Dominion at 258; 40, 10 Standard at 157; 20, 50 British America at 115 reported; 6, 6 Freehold Loan and Savings at 137; 100, 65, 100 London & Canada L. & A. at 128½.


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NEW YORK STOCK EXCHANGE.

The fluctuations in the New York Stock Exchange to-day, as reported by Monroe, Miller & Co., are as follows:

| STOCKS. | Opening. | Highest. | Lowest. | Closing. |
|---|---|---|---|---|
| Am. Sugar Ref. Co | 78¼ | 74¼ | 78¼ | 74¼ |
| Chi., Burlington & Q. | 75 | 76⅝ | 75 | 76⅝ |
| Chicago Gas Trust | 48½ | 50½ | 48½ | 50⅝ |
| Del., Lac. & W. | 134 | .... | .... | .... |
| Erie | 12 | 12⅛ | 12 | 12⅛ |
| Lake Shore | 113⅞ | 114 | 113⅞ | 114 |
| Louisville & Nashville | 52½ | 54 | 52½ | 54 |
| Manhattan | 111½ | 112½ | 111½ | 112½ |
| Missouri Pacific | 21 | 21 | 20 | 21 |
| Nat. Cordage Co. | 18¾ | 19½ | 18⅝ | 19½ |
| N.Y. & New England | 37½ | .... | .... | .... |
| N.Y. Central & Hud. | 97⅞ | .... | .... | .... |
| Northern Pacific Pref. | 18½ | 19¼ | 18½ | 19¼ |
| Chicago & N.W. | 93½ | 95¼ | 93½ | 95 |
| General Electric Co. | 37¾ | 39⅝ | 37¾ | 39 |
| Chi., R.I. & Pac. | 57 | 58⅛ | 56¾ | 58 |
| Phila. & Reading | 13⅝ | 14¾ | 13¼ | 14¾ |
| Chic., Mil. & St. Paul | 57⅞ | 58½ | 51½ | 58¼ |
| Union Pacific | 18 | 19 | 18 | 19 |
| Western Union | 76¼ | 77⅝ | 76 | 77⅝ |


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THE MONEY MARKET.

Quotations are: Bank of England rate, 5 per cent.; open market discount rate, 4⅝ per cent.; call money, New York, 4 to 5 per cent.; call money, Toronto, 7 per cent.

FOREIGN EXCHANGE.

Rates of exchange, as reported by Wyatt & Jarvis, stock brokers, are as follows:

| | BETWEEN BANKS. Counter. | Buyers. | Sellers. |
|---|---|---|---|
| New York Funds | ¼ to par | ¼ dis | ¾ dis |
| Sterling, 60 days | 8⅛ to 8¼ | 7½ | 7⅞ |
| do. demand | 9⅛ to 9¼ | 8¾ | 8⅞ |

| RATES IN NEW YORK. | Posted. | Actuals. |
|---|---|---|
| Sterling, 60 days | 4.83 | 4.81⅝ |
| do demand | 4.88 | 4.86½ |

Bank of England rate—5 per cent.


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**Grain and Produce.**

Wheat is easy, with red and white offering outside at 60c. Spring nominal at 58c. No. 2 Manitoba hard is quoted at 78c, and No. 5 hard at 71c.

Oats—Dull, with cars on track quoted at 38c and outside at 33c; new, 30c to 31c west.

Peas—The market is dull, with quotations 53c to 54c outside.

Barley—Trade quiet, and prices nominal.

Bran is firm, with sales of cars at $12, same freight as Toronto, and shorts at $13.50 to $16.50.

Flour is unchanged with straight rollers quoted at $2.90 to $3, Toronto freight.


FOREIGN EXCHANGE.
All kinds of MONEYS bought and sold; drafts on New York and Europe.
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**Gossip of the Street.**

Receipts on the street to-day were: 400 bushels oats, 2 loads of wheat, one load of barley and 30 loads of hay and straw. Quotations are: White wheat 62c to 63½c, red 62c to 63½c, spring 60c to 61c, goose 59c to 60c, oats, old, 39c to 40c; new, 37½c to 38½c; hay, old timothy, $10 to $11; new, $8.50 to $9.50; straw, bundled $8 to $9; loose, $4 to $5; dressed pork, $8 to $9.50; butter, crock, 4c; rolls, 14c to 18c, choice dairy, 17c; eggs, 11c to 13½c per dozen; turkeys, per lb, 8c to 10c; ducks, per pair, 90c to $1.20; chickens, per pair, 75c to 90c; potatoes, 90c; apples, $1.75 to $1.90; beef, fore, 3½c to 5c, hind, 5c to 6½c; mutton, 6½c to 8c; veal, 8c to 10c; spring lamb, 9c to 10c per lb.


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SUCCESS WATER FILTERS.
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THE FRUIT MARKET.

On the docks yesterday peaches were selling at from 50c to 60c per basket. Apples 25c to 35c per basket, tomatoes 25c to 35c per basket, pears 40c to 50c, plums 40c to 50c, musk melons plentiful at 50c per basket. A few baskets of Niagara grapes were on the market, selling at very fancy prices.

PROVISIONS.

Quotations are: Butter, dairy rolls, 21c to 23c, dairy tubs, 16½c to 17c and 14c to 15c for medium, creamery, lb rolls 25c; tub 21c; eggs, 11½c; cheese, new, 9½c, old 10½c to 11c; spring chicken, 40c to 75c; turkeys, per lb, 9c to 10c; bacon, smoked 13c; hams, smoked 13c, green 12c; Canadian mess pork, $19 per bbl; shoulder mess, $18; short cuts, $20; lard, in pails, 12½c, in tubs 12¼c; evaporated apples, 9c; dried apples, 4c.


MONEY TO LOAN
AT 5 AND 6 PER CENT.
SIDNEY SMALL,
20 Adelaide-st. East,
Telephone 1154.


**Wool and Hides.**

The wool market is quiet, business fair. Quotations practically unchanged at 17c for fleece wool, 14c for rejects, and 20c for full wool. Hides are also unchanged at 6c for No. 1 inspected hides and 5c for No. 2. Calf skins 5c to 7c per pound.

CLEARING HOUSE RETURNS.

The following is the week's statement of bank clearings exclusive of the Bank of Toronto.

| | Clearings. | Balances. |
|---|---|---|
| Aug. 18 | $ 858,288 | $ 118,545 |
| " 19 | 709,967 | 82,983 |
| " 21 | 624,717 | 113,794 |
| " 22 | 800,560 | 97,461 |
| " 23 | 830,938 | 77,394 |
| " 24 | 698,864 | 62,838 |
| Total | $4,522,714 | $550,075 |


Monroe, Miller & Co.
16 Broad-st., New York.
TORONTO BRANCH, 20 King-st. E
DEALERS IN
Stocks, Bonds, Grain and Provisions.
Direct private wires to New York and Chicago. 100 Montreal stocks dealt in. Members of or represented on all New York Exchanges and Chicago Board of Trade.


PRODUCE RECEIPTS.

By the G.T.R.: 497 bushels wheat, 883 bushels oats, 6 bags flour, 68 packages butter, 18 boxes cheese, 171 boxes eggs, 199 rolls leather, 760 lbs. raw hides, 300 bbls. sugar.

By the C.P.R.: 1 bbl. flour, 93 packages butter, 58 boxes eggs, 46 cattle, 100 sheep.

CHICAGO GRAIN AND PRODUCE.

Fluctuations in the Chicago grain and produce markets, as received by John J. Dixon & Co., were as follows:

| | Open'g | High'st | Lo'st | Close |
|---|---|---|---|---|
| Wheat—Sept. | 60⅝ | 60⅞ | 60¼ | 60¼ |
| " —Dec. | 67⅞ | 68⅛ | 67⅛ | 67⅛ |
| " —May | 75 | 75 | 74⅝ | 74⅝ |
| Corn—Sept. | 37⅝ | 37⅝ | 36⅝ | 36⅞ |
| " —May | 40½ | 40⅝ | 39⅞ | 40 |
| Oats—Sept. | 23½ | 23½ | 23⅛ | 23¼ |
| " —May | 29½ | 29⅝ | 29⅛ | 29⅛ |
| Pork—Sept. | 13 05 | 13 10 | 12 97 | 12 90 |
| " —Oct. | 12 97 | 13 07 | 12 97 | 12 97 |
| Lard—Sept. | 8 17 | 8 20 | 8 10 | 8 10 |
| " —Oct. | 7 92 | 7 95 | 7 87 | 7 87 |
| Short Ribs—Sept. | 8 00 | 8 15 | 8 00 | 8 02 |
| " —Oct. | 7 80 | 7 97 | 7 75 | 7 75 |

GOSSIP FROM CHICAGO.

R. Cochran received the following despatch from Kennett, Hopkins & Co.:

CHICAGO, Aug. 24.—Continued liquidation to the changing over into September of the cash wheat and selling for December has been the feature of another weak day. Nothing of particular interest has transpired. Exports moderate and cables weak. Moderate rallies called out liberal offerings. There is a weak undertone and holders are evidently discouraged at the outlook.

Corn and oats weak on further realizing. The Price Current agrees with The American Agriculture in saying the corn crop is seriously damaged by drought, but increase in acreage overshadowed prospective advantages. We believe purchases of May around current prices will show good profits later on.

Provisions—Mr. Armour allowed pork to react a little, but kept steam up for the benefit of shorts in lard and ribs.

NEW YORK MARKETS.

NEW YORK, Aug. 23.—Cotton spots dull; uplands 7½c; gulf 7¾c; futures quiet; sales 125,800 bales; August 7.05c, September 7.15c, October 7.26c, November 7.37c, December 7.47c, January 7.57. Flour dull. Rye dull, western 56c to 55c. Wheat—Receipts 287,000 bush., exports 8000 bush., sales 2,950,000 bush. futures, 57,000 bush. spot; spots dull. No. 2 red, store and elevator, 68⅛c to 69⅝c. No. 1 Northern, 67¼c. Options steady. No. 2 red Aug. 66½c, Sept. 67¼c, Oct. 69⅝c, Dec. 74 5-8c. Corn—Receipts 32,000 bush. exports 44,000 bush., sales 315,000 futures, 64,000 bush. spot, spots dull; No. 2 45c to 46c elevator. Options weak. Aug. nominal, Sept. 45½c, Oct. 49⅝c, Dec. 46½c. Oats—Receipts 109,000 bush., sales 285,000 futures, 134,000 bush. spot. Spots lower. No. 2 29½c to 29¾c. No. 2 white 32½c to 33c. No. 2 Chicago 29¾c, mixed western 30c to 31. white do. and white state 33c to 38c. Options dull, Aug. 29⅝c, Sept. 29⅞c, Oct. 30⅝c, Nov. 31. Eggs—Quiet, state and Pennsylvania 17c, western fresh 15c to 15½c. Coffee—Options opened irregular closed steady, sales 16,000 bags, including Aug. $15.00, Sept. $14.85 to $14.90, Oct. $14.85 to $15.00, Dec. $14.85 to $14.90. Spot Rio firm, 16c.

LIVERPOOL MARKETS.

LIVERPOOL, Aug. 24.—Wheat dull, demand poor, holders offer freely. Corn easy, demand poor. Spring wheat, 5s 7d; No. 2 red winter, 5s 5d; No. 1 Cal., 5s 9d; corn, 3s 11½d; peas, 5s 6d; pork, 88s 9d; lard, 42s 6d; bacon, heavy, 51s 6d; light, 54s; cheese, white, 46s 6d; colored, 47s 6d.

SHERBORN'S REPORT.

LONDON, Aug. 24.—Floating cargoes—Wheat slow, corn nil. Cargoes on passage—Wheat and corn depressed. Mark Lane—Spot good American and Danubian corn 19s 6d, was 19s 6d; prompt sail 19s 3d, was 19s 6d; do. good mixed American corn 19s 9d, was 20s 3d. Good cargoes Chilian wheat, off coast, 26s 3d, was 26s 6d; present and following month, 27s 3d, was 27s 6d; do. Walla, off coast, 26s 6d, was 26s 9d; present and following month, 27s 6d, was 27s 6d. London—Good shipping No. 1 Cal. wheat, prompt sail, 30s, was 29s 3d; nearly due 28s, was 28s. French country markets mostly turn cheaper. Liverpool—Spot wheat and corn depressed; No. 1 Cal. 5s 8½d. Walla 5s 5½d, both 1½d cheaper; red winter 5s 4½d, 1d cheaper; India 5s 7d, 1½d cheaper; spring 5s 5½d, 1d cheaper; flour 16d, 6d cheaper; corn 3s 1d, 1d cheaper; peas 5s 4½d, unchanged.

Later, 3.30—Liverpool futures—Wheat and corn depressed; red winter, 5s 3½d Sept., 5s 5d Oct., 5s 6¼d Nov., 5s 7½d Dec., 5s 8¼d Jan.; corn, 3s 10d Sept., 3s 11½d Oct., 4s 0½d Nov., 4s Dec. Antwerp—Spot wheat weaker, No. 1 Cal. 15f 25½c, was 15f 75c; red winter, 15f, was 15f 25c. Paris—Wheat and flour rather easier; wheat 20f 70c, was 20f 80c Aug., 20f 90c, was 20f 90c Sept.; flour 43f 90c, was 44f; Aug., 44f 40c, was 44f 50c Sept.

**Business Embarrassments.**

Timothy Brown, grocer, Brockville, has assigned to F. B. MacNamara.

Weir & Co., drygoods, Kingsville, have assigned to James Piper.


Refrigerators & Cooling Rooms
Lots of summer left yet. It will pay you to get the best. They are always the cheapest. Get the Arctic. Everybody says they are the best made. Get one and see for yourself.
WITHROW & HILLOCK,
130 Queen-street east, Toronto.


AUCTION SALES.

**DICKSON & TOWNSEND**
TELEPHONE 2072
PEREMPTORY SALE
—OF—
HOUSEHOLD FURNITURE, ETC.,
AT OUR ROOMS,
22 KING-STREET WEST,
To-day, Friday, 25th, at 11 a.m.
Having several large consignments coming to hand it is necessary to have all the space we possibly can. This sale will therefore be a CLEARING ONE, and some first-class Furniture will be offered.
WITHOUT RESERVE.
Terms cash.
DICKSON & TOWNSEND, Auctioneers.

**DICKSON & TOWNSEND**
TELEPHONE 2072
AUCTION SALE OF DESIRABLE House and Vacant Property.

Pursuant to the power of sale contained in certain mortgages and of all other powers vested in the vendors there will be offered for sale by public auction by Messrs. Dickson & Townsend, at their auction rooms, 22 King-street west, Toronto, on Saturday, 26th day of August, 1893, at 12 o'clock noon, the following property:

All and singular that certain parcel or tract of land and premises, situate, lying and being in the city of Toronto, and being composed of lot No. 38 in block B, on the south side of Gerrard-street in said city of Toronto, according to registered plan D 138.

Upon said lot is erected a solid brick dwelling house, containing 12 rooms and bathroom, heated throughout with furnace. The house is in good repair and is known as 259 Ger