The Toronto World.

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Modern Divination.

The recent articles in The World concerning the alleged surprisingly successful results of the resorting to divination for the discovery of water have raised widespread discussion.

This resort to the diviner for the discovery of water, strange as it may appear to many, is by no means uncommon in Canada. Some years ago the writer had the good fortune to witness in Elgin county an experiment almost precisely similar to those recorded by Senator McKindsey and Mr. Willson and can therefore testify to the accuracy of the description given by these gentlemen of the method employed by Diviner Wallbrook. It is certainly most interesting to observe the sudden and apparently uncontrollable movement of the wand, as held by the diviner, in certain spots, whilst it remains perfectly inert in others, and again, perhaps, moves very slightly. By the violence of the movement the diviner decides as to the nearness and volume of the water.

The success which usually follows the indications of the diviner naturally accounts for the continued popularity of a practice which dates back to far distant prehistoric times, and although it is now shorn of many of the rites and ceremonies which accompanied it and may be looked upon rather as a physiological curiosity than as a superstition the practice is full of interest both in its past and present use.

In the first place, it must be observed that the diviners of the present day are few in number—they themselves say not one in a thousand has the power of the rod; and, indeed, a group of spectators may narrowly watch the proceedings of a dowser, and try one after another to imitate them in vain till some young girl or some old man among them, taking the wand in hand, finds to his or her surprise that he or she is gifted with the strange power and the rod turns just as it has done in the hands of the expert. The cause of the phenomenon has yet to be explained; in some cases, it may be, and probably is, imposture. The late Dr. Carpenter believed that where every kind of suggestion had been rigidly excluded failure was certain, and that success was in all cases due to guesses on the part of the performer or to the unintentional promptings they have received from bystanders, just as in the modern thought-reading performances. But it is certain that many of those who accidentally find themselves endowed with the "power of the rod" cannot be classed among impostors, neither have they anything to gain by exhibiting that power; and we do not think the sudden and peculiar motion of the rod could be produced unconsciously, although some French savants have supposed that the movement in the rod is due to the tension of the muscles held long in one position, resulting in involuntary motion. Sometimes, however, the rod will turn immediately it is taken in the hand, when held over running water.

A more plausible explanation is, that persons possessing some peculiarity of nervous temperament, or subject in a special degree to rheumatism or neuralgia, would be more easily affected than others by the presence of water, and that in their hands the rod would serve as an indicator, although in what way the peculiar upward motion of the rod is produced requires considerable explanation.

The Sunday World, Aug. 6.

The Toronto Sunday World of Aug. 6th, which was on the streets at 9.30 on Saturday night, contained the following special features besides all the news of the day and much miscellaneous matter:

G. W. Smalley's Weekly Cable Letter.
Seaside Chat, by Stinson Jarvis.
Decision of the Behring Sea Board of Arbitration.
Lord Dufferin in caricature, by Harry Furniss.
Society Gossip and Notes, by Arachne.
Stage Deaths, by Touchstone.
Sir George Wombwell, Soldier and Sportsman, by Ebor.
London's latest popular song—Daisy Bell.
Editorials: The Well-Dressed Woman, Personalities in Parliament, Black and White, Death of the League, France in Siam.
From Day to Day—Note and Comment, by The Captious One.
Short Stories: A Change of Suit, The Silhouettes, Lester's Brain.
A Banjo Song, by Rudyard Kipling.
The Heavenly Twins Reviewed, by Jeannette L. Gilder.
Colored Men Honored.
One of the Lily's Victims.
Courtships of Princes for Five Centuries.
The Foam Incident at Saratoga and Other Racing Notes, by Pop.
English Blood in American Horses.
Thirty Nears of Racing at Saratoga.
The Doctoring of Horses for Track and Trade.
A Sure Way to Win on the Races.
Gelding and Wagon Records Fall.
The Whistling Buoy (serial story), continued.

Subscription to The Toronto Sunday World, published each Saturday at 9 p.m., mailed or delivered free—$2 a year, 50c a quarter, 20c a month.

Take The Toronto Sunday World once and you will never be without it. It gives all the news up to the hour of going to press and 56 columns of good reading matter plentifully illustrated.

A Word To the Wise.

Now that summer is waning and the chilly days of autumn are approaching, to the wise it is not out of place to mention furs. J. & J. Lugsdin are making great preparations for the coming season. Mr. Lugsdin has been for some weeks past in Europe and has selected some very pretty and becoming styles from the Paris, London and New York markets. In shoulder capes for early fall wear the styles are numerous and artistic. Call and see them now at 101 Yonge-street. 136

Severe Abscess Cured.

DEAR SIRS,—I had an abscess just behind my right ear in August, 1891. After suffering for three months I began to take B.B.B., and after one month's use of it I was very much better, and the abscess entirely disappeared in four months. I am certain that Burdock Blood Bitters is an excellent remedy.

FLORENCE M. SHAW, Solsgirth, Man.

Some persons have periodical attacks of Canadian cholera, dysentery or diarrhœa, and have to use great precautions to avoid the disease. Change of water, cooking, and green fruit is sure to bring on the attacks. To such persons we would recommend Dr. J. D. Kellogg's Dysentery Cordial as being the best medicine in the market for all summer complaints. If a few drops are taken in water when the symptoms are noticed, no further trouble will be experienced.

Mr. Henry Watters of Ottawa, member of the College of Pharmacy yesterday told The World that he was heartily in fafor of Sunday cars, both in Toronto and Ottawa.

The World on the Island.

The World can be obtained at Mrs. Durnan's at Hanlan's Point and at Mrs. Marshall's at the Centre Island.

THE SUNDAY CAR QUESTION.

(Continued from first page.)

man, Captain Benjamin Tripp, J. P. Finnigan, C. Gentleman, William Dillon, F. Williams, W. C. Hewish.

From Ward 6.

John Mallon, Dr. John McConnell, F. B. Morrow, Dr. R. B. Orr, William Elkins, J. K. Kerr, J. R. Hill, Hugh Grosvenor, J. D. Macdonell, Michael Boland, W. Scully, S. A. Price, T. Shea, William Tolten, B. F. Gray, J. E. Giles.

A CHURCH PLATFORM-MEETING.

Instead of Preaching the Gospel They Denounce Sunday Cars.

There was a large attendance last evening at Clinton-street Methodist Church in response to the announcement that a "rousing" meeting would be held against the running of Sunday cars. The World took stock of those present. There were very few voters, two-thirds of the congregation consisted of women and young people.

Mr. Thomas McGillicuddy was the first speaker. He said if it depended on the women Sunday cars would be doomed. Work and prayer, he said, were the only things that could defeat the scheme. He claimed that "the bluff and bluster" was only on the side of the advocates of Sunday cars. The ballot to be taken would, whatever the result, be un-British, un-Canadian, unfair. And yet in the next sentence Mr. McGillicuddy anticipated "a glorious victory" for God, for Christ and for the Lord's day. How it could be both glorious and unfair he did not explain.

Mr. Hoyles deprecated the strong and bitter words which some anti-street car people were using. With such advocates he could have no sympathy. Many of those in favor of the cars were as conscientious as any who were against them. Hence wholesale condemnation was wrong. He would not say a word in condemnation of anyone who conscientiously differed from himself.

Some Extraordinary Statements.

Then, deviating from his subject, Mr. Hoyles said that five and a half day's work was all that anyone should require or do. He pleaded for a general holiday on Saturday afternoons the year round. A great deal could and had been said on behalf of Sunday cars, but he would himself "give Jesus Christ the benefit of the doubt."

He objected to those who advocated Sunday cars being branded as irreligious or atheists. At the same time he thought that there was plenty of fresh air in the city without going outside. Then Mr. Hoyles made the solemn declaration that there was a park within five minutes' walk of any workingman's home. Equally outrageous was his statement that with street cars on Sundays "the employes will be ignorant of their own children and the children will not know their own fathers!" whereat some of the congregation smiled.

In conclusion Mr. Hoyles besought his hearers "by Jesus Christ and His precious blood" not to put such a stumbling-block in the way of the churches as Sunday cars would be. "It may be that we are mistaken, narrow and bigoted—perhaps we are—but we believe that Sunday cars will be harmful to God and religion."

Servant Girls and the Sabbath.

[Pittsburg (Pa.) Times.]

The Toronto World, which is waging an earnest battle for the running of street cars in that city on Sunday—a fight in which it has the assistance of that eminent scholar and author, Prof. Goldwin Smith, to the extent, at least, of advocating that the cars be run on Sunday afternoon during the summer months to enable people to get out of town for a breath of fresh air—has taken a somewhat novel method of counteracting one of the arguments made by clergymen and others who oppose the change.

This argument is that all men and women should have the same day of rest, namely, the Sabbath. Whereupon The World prints each day a pledge, to which it invites signatures, setting forth that the 6000 servant girls in Toronto are the hardest worked class in the community, their hours being from 6 a.m. to 8 p.m., every day in the week and year, with an occasional afternoon or evening off. The pledge binds employers to either hire substitute girls for Sundays, or do without hot meals, except prepared by themselves; to discourage in every way unnecessary work on that day and to "encourage the practice of giving Sunday entirely over to servant girls for rest, recreation and religion."

This is certainly carrying the war into the enemy's country with a vengeance. How can the rigid Sabbatarian refuse to sign so reasonable a pledge, and how dare he go home and face his wife after he has signed it? The "servant girl" problem has vexed housewives from times "whereof the memory of man, or woman either, runneth not to the contrary," and never more than now. Yet here is another complication to be added to "evenings out" and "company," and all in the name of religion and the Fourth Commandment! The World is ingenious, but heartless. It has raised the storm, and bids its opponents still it. Let us hope it will not become cyclonic and travel in dark and funnel shape southward to vex this land, where the servant girls even now when they want rest take it, and lots of it.

Sunday Car Franchise From a Business Standpoint.

Editor World: From the inception of the Ratepayers' Association of Toronto one of its fundamental principles has been that the same business principles should be applied to the management of our municipal matters as are adopted in the management of the best regulated and successful business enterprises. When, therefore, we consider the matters in dispute between the city and Street Railway Company in reference to and growing out of the conversion to electric power system, and the attitude assumed by the railway company in so strenuously endeavoring to break up the existing agreement between itself and the city, its desire to be relieved of the payment of $800 per mile per year, accompanied by its offer to construct roadbeds of a kind and character upon which it positively refuses to lay its rails if constructed by the city, threatening us with prolonged and expensive litigation if we do not accept its construction of certain clauses in the agreement, which construction we think is at least questionable if not untenable, when I say we consider these facts and then turn our attention to the valuable Sunday franchise which the citizens have in their possession, estimated at $100,000 a year, and improved at 4 percent, amounting to the enormous sum of nearly five million dollars, and then contemplate the utter folly and unbusiness-like act of handing this, an exceedingly powerful lever to bring about a fair and reasonable settlement, over to the railway company without proper safeguards, conditions, limitations or penalties, thus putting into their hands extra funds to enable them to more fully carry out their threat of worrying the citizens with costly and annoying litigation, in view of these facts I submit that the Ratepayers' Association would be recreant to their duty, and negligent to the interest of the ratepayers of this city if it did not sound the alarm and present a united front, and use its utmost efforts to retain the valuable Sunday franchise until the whole matter in dispute be amicably and fairly settled, and then let the Sunday car question go to the citizens untrameled with financial considerations, and surrounded with reasonable protection, safeguards, limitations and penalties, and be submitted to vote at such time as will insure all protection of a vote from members of the council, then the question of Sunday cars can be safely left to be discussed and decided purely upon its merits as it relates to and affects the ratepayers, moral, social and physical welfare of the community.

A few years ago the Dominion Government appointed a commission to meet a commission of the country to the south of us and effected a reciprocity treaty. One of the principal levers was our fisheries, which were of great value to our opponents. Now, what would our business men have thought of the wisdom of our commissioners if at the beginning of the negotiations they had surrendered this lever, and then endeavored to effect a treaty? Again, a few years ago, the Ontario Government entered into negotiations with Victoria University to effect federation with the Provincial University. Victoria University had in her possession the power of granting degrees, which was her chief lever in effecting a satisfactory settlement of the terms of federation. Now what would business men have thought of the wisdom of the Victoria Senate had they surrendered this important lever at the outset and then endeavored to settle the terms?

Again, here is a mechanic who has placed a lien on a building to secure the payment of wages justly due him. What would a business man think about the wisdom of that mechanic if he surrendered his lien, his only lever, and then endeavor to effect a settlement? So we might go on and multiply instances to show the utter folly of surrendering our Sunday franchise, our principal lever under present circumstances.

With the above facts before us, is it not the clear duty of those who are interested in the welfare of the city to stand by, support and uphold the hands of our representatives in council, and help them to hold this lever until the whole matter is amicably settled? E. J. BARRICK.

A Sunday Car Vote, 37 to 4.

The men working at the Heintzman Piano Factory, Sherbourne-street, took a vote on Sunday cars on Saturday. The vote stood 37 for and 4 against.

Cheap Sunday Tickets.

Editor World: I have watched with interes the various opinions of citizens since you started the Sunday street car agitation, and it certainly is very amusing to read them all. We find our labor leaders split and our clergy in a divided frame of mind, but we will have Sunday cars nevertheless. I hope when the agreement is made that provision will be made so that working men and others will have the same privileges on Sunday as on every other day, viz., cheap tickets at the regular time of day.

NOT AN ANTI.

An Outside Opinion.

[From The Oswego Palladium.]

Certainly it behooves the moral, law-abiding residents of Toronto to consider well the dread possibilities of the whizzing trolley, carrying physical and moral desolation in its Sunday course. They should think wisely and well before allowing the poor workingman of their town with his equally hard-pressed family an opportunity to enjoy a cheap, healthful excursion on the only afternoon he is at liberty to procure it. The fears that growing youth, by easy access to rural districts, will fill their lusty lungs with pure air and delight their eyes with rustic scenery to the detriment of their brick-walled souls merits prayerful consideration, and the spectacle of women and maidens wandering abou fresh-scented fields and woodland glens is one that might bring grief to the breast of many an elder in the ranks of border Puritans. As to the children on their way to and from the Sunday school, if they can find no place to wander save in the trolley tracks by all means let their rights be respected. It seems apparent that the saintly ones of Toronto don't propose to let the foul fiend come about in a fair guise without trying a fall with him.

The Preachers and the Workingmen.

[Dundas Banner.]

Toronto preachers must surely feel that it is a reflection on themselves and their work when they say that if Sunday cars were established in that city the working classes would desert the church to seek the country places to drink beer and misbehave themselves. If the Toronto preachers, with their big salaries, their magnificent churches in every part of the city, and their army of church organizations, have no stronger hold on the working classes than this prediction implies, it says little for the good that is being done in the field of morality, to say nothing of religion. What are the Toronto preachers doing to bring the working classes to a sense of their spiritual condition when they say that men and women would rather clear out to the country to drink beer on Sunday than listen to sermons? Are these sermons only intended for the well-to-do? And of whom was it said that "the common people heard him gladly?"

Sunday Cars Inevitable.

[From The Canadian Evangelist.]

The Sunday street car discussion goes on apace in Toronto, and the Sabbatarians continue to lose ground. "Remember the Sabbath day to keep it holy" is not likely to decide the question, for the longer the discussion goes on, the greater is the number of people who are convinced that the Fourth Commandment does not apply to the first day of the week. Preachers of different denominations are conceding this, and the trend of the discussion is now rather towards secular grounds than Sabbatarian religious ones.

For our own part, though on the whole as yet opposed to the innovation, we regard the Sunday street car as inevitable in a place the size of Toronto. What we are, therefore, now most concerned about is that the right of the employe to a day of rest in every week, and to worship on the Lord's day if he wishes to do so shall be definitely and certainly secured.

An Open Letter To Rev. D. J. Macdonnell.

REV. AND DEAR SIR,—You are opposed to Sunday cars. You have a perfect right to take this stand. On the other hand, I have a perfect right to support them. You tell me I am disobeying the Fourth Commandment. I tell you you are not keeping all the Mosaic Law either. You do not advocate death for the disobedient son, nor blasphemy, kidnapping, violation of the Sabbath, witchcraft, eating any manner of blood and many other offences laid down in the Mosaic Law under the death penalty. If you were thoroughly in earnest over the Sabbath you would preach the death penalty for all who do any manner of work on that day, Exodus xxxi., 15.

In trying to prove that Sunday cars would be a bad thing you prove too much and give the strongest reasons for a car service on that day. You say you "thankfully accept the Government cab." I would say you would be very foolish if you did not, but you should be broad and liberal. The mass of the people in this city do not receive a "Government cab" when they have a work of mercy to do. I know a poor woman who walked in the heat over three miles to visit her injured husband lying in the Hospital. Why not give her a conveyance? My work among all classes would enable me to give thousands of such examples.

But, you say, the running of Sunday cars would increase Sunday labor, and you say, "if even only 20 men were to be deprived of their Lord's Day for the convenience of 50,000 the thing would be thoroughly unchristian and should be protested against." Indeed! You use "the Government cab." Does not this act on your part require the employment of much labor? There is the man who owns the stable, the man who grooms the horse and the man who drives you. Is there any difference in your act of "brotherly love" and that of a poor journeyman barber I know who walks from the East End to Parkdale on Sunday to see his poor old feeble mother? Come, now, Mr. Macdonnell, be frank.

You say that the street car men would only get off every sixth or seventh Sunday. As the Street Car Company can easily be bound not to work the men more than six days a week, you can easily see that an extra number of men would be employed. Thus a man's turn to be on duty would come around every seventh Sunday. This being granted, there will be an extra expenditure of at least $50,000 in wages to men who are now getting only short pay and who need the money. If your driver on Sunday did not need the money he would not work for you. The same applies to the men on street cars.

It is not fair for ministers of the Gospel to evince such a sudden love for the workingman, when a Mosaic law is threatened, when they stand by during long and painful strikes and do nothing as a body. It is not fair either to try to sidetrack the point under discussion. The real question is this: We want the Sunday cars for the health, morality and comfort of the people. All this can be brought about without sin, as you admit frankly in your letter, and by preserving the rights of the car men, for whom I am doing more than any minister in this city to secure a right adjustment that will prevent their working more than six days a week. Let us do something, and not expend all our time talking. I shall reply to your next letter when it appears. RUSTICUS M.A.

Only a Working Girl's Opinion.

Editor World: "The strict observance of the Sabbath has done more to advertise Toronto to all the world than anything else."

The foregoing statement is an extract from the sermon of Rev. Mr. Crews, as reported in The News of Monday last.

So far the reverend gentleman is right, her manner of observing the Sabbath has advertised Toronto far and near, but we may well question whether the advertisement was to her advantage or not.

Is it to the advantage of our working people to be looked upon with pity and contempt because they are content with a Sabbath which compels them to walk miles in search of fresh air and green fields, while the rich ride in their carriages, not only on Sunday, but any other day they choose.

Our opponents accuse us of abusing the Sabbath. On the contrary, I am inclined to think that this kind of a Sabbath is abusing us.

I see Mr. Crews follows in the wake of his reverend brothers, whose line of consistency is, to say the least, peculiar. For instance, take this example of logic and consistency.

"No good can result from intemperate discussions and calling our opponents Pagans and heathens."

"The agencies of evil all along the line are gathering for an assault on the Puritan Sabbath, and Christian people should organize to resist such assaults."

Thanks awfully, Mr. Crews, one cannot but admire such gentle forbearance on your part. You kindly refrain from calling us Pagans and heathens, and then stigmatize us as the "agents of evil."

But we don't mind it, Mr. Crews, not in the least. We don't object to your calling us the devil's agents any more than we do to your monopoly of the word Christian, or for that matter, your attempt to monopolize God himself. You may call us what you will, but recollect it needs something more that your word to prove the truth of your assertions.

And then he goes on to speak of the young women who appealed to the public from the oppression of a certain employer, and who have forgotten the golden rule in voting for Sunday cars. He refers to the glove factory strikers, who asked the public to help them resist an employer who was helping himself weekly to a certain sum out of the poor girls' envelopes, and because the union to which those girls belong voted for Sunday cars, because they believed in their hearts that Sunday cars were needed, and had the courage to stand by their honest convictions, the Rev. Mr. Crews lectures them from his pulpit, and twits them with the priceless gift he bestowed upon them in the way of sympathy.

"My sympathy went out to them," he remarked. May be it did, but it must have gone astray on the road, for it never reached us. I would like to remind Mr. Crews that in a trouble like the one he referred to there is something else besides sympathy needed, and that is solid, hard cash. We got the latter, as well as the former, but from whom? From the ministers and Christian philanthropists? No, not a red cent out of all the big-salaried ministers in Toronto, the Rev. J. Edward Starr was the only one who responded to our appeal for assistance. In the face of all this, is it fitting that a minister should stand up in the pulpit and twit us with "The benefits we have forgotten?" Take back the great gift of your sympathy, Mr. Crews, the load is too heavy for our shoulders; great and generous as your sympathy was it never led you to come out on our side and identify yourself with our cause, and where should Christ's minister be if not on the side of the weak and oppressed?

Take back your sympathy. We union women want none of it if the possession of the same means that we are to vote as you think and not as we think ourselves.

It is but fitting that this minister should wind up a sermon against the poor man's carriage with the assertion that there was no harm in a minister riding in a carriage on Sunday. Revs. G. M. Milligan, D. J. Macdonnell, A. C. Crews have taken this stand on the ministers' rights. Next.

ONLY A WORKING GIRL.

In the Churches Yesterday.

As many of the Toronto ministers are taking their vacation their pulpits were supplied yesterday by those not so fortunate, or by ministers who are "holidaying" in or near Toronto. Mr. Warring Kennedy and Prof. Stevenson preached at Broadway Tabernacle, Prof. Clark in St. James' Cathedral in the morning and in St. Margaret's in the evening; Rev. J. D. Fitzpatrick at Berkeley-street Methodist Church; Rev. Lewis W. Hill of Port Perry at Carlton-street Methodist; Rev. James Cobourn at Clinton-street Methodist Church; Rev. M. P. Talling, London, Ont., at Cooke's Presbyterian Church; Rev. Walter Amos, Aurora, at Erskine Church; Rev. J. Shuttleworth and Mr. J. T. Moore at Gerrard-street Methodist Church; Rev. Dr. Sowerby at Immanuel Baptist Church; Rev. J. J. Muir, Washingtou, at Jarvis-street Baptist Church; Rev. Dr. George of St. Louis at Knox Church; Rev. R. M. Thornton, London, Eng., at St. James'-square Presbyterian Church; Rev. F. H. Wallace at Sherbourne-street Methodist Church, and Joseph Tait, M.L.A., and Rev. Dr. Griffin at Trinity Methodist Church.

"Hotel Vendome," New York.

Toronto people visiting New York should make their home at the well-appointed and handsome "Hotel Vendome," corner of Broadway and Forty-first-streets. The "Hotel Vendome" is a short distance from the Grand Central depot, and has also direct car service from the West Shore and Erie Railway ferry docks. The "Vendome" is almost opposite the Metropolitan Opera House, and street cars pass the door from all theatres. Its appointments are perfection. Newly furnished and equipped from the ninth story down; it is the *par excellence* of comfort. The hotel contains two hundred and fifty rooms, single and *en suite*, with or without baths, and is conducted on both the European and American plan. The cafe is one of the handsomest in New York, and the dining-room, situated in the ninth story, cannot be surpassed in New York. The "Vendome" is the most home-like hotel in New York. 1

Money Saved and pain relieved by the leading household remedy, Dr. Thomas Eclectric Oil—a small quantity of which usually suffices to cure a cough, heal a sore, cut, bruise or sprain, relieve lumbago, rheumatism, neuralgia, excoriated nipples, or inflamed breast.

VIGOROUS REJOINDER.

Reply To Letter of Mr. William McKenzie, President of the Toronto Street Railway Company.

Editor World: Had the president taken sufficient time to read over with any care the statement made in my letter he would hardly have ventured to have made the statement he does in his letter of the 4th inst. to the chairman of the Committee of Works. My letter is based wholly on the printed semi-monthly report of the City Engineer to the Committee of Works, dated Aug. 2, 1893, a copy of which can be obtained at the Engineer's Department, City Hall, by any citizen. I quote from page 5 of this report, "Extracts from Report to Committee, Jan. 24, 1893."

"Your committee begs to recommend the adoption of the following reports of the City Engineer:

"It is the intention of the Toronto Railway Company to lay new rails for an electric service on each of the streets mentioned below during the present year, and that the city may be in a position to proceed with the paving of the track allowances, which will be made necessary by the company laying these new tracks, with the least practicable delay, and the electric service established on the streets named, I beg, under authority of clause 11 of the award, conditions, tender and bylaw embodied in the Toronto Railway Company's agreement and contract with the city, to recommend that the said track allowances on the said streets be paved at an approximate cost and in manner as set out below, and that the work be at once advertised; and, as in my opinion the tracks on the said streets are, under the meaning of clause 11 of the said agreement and contract, now laid on a permanently formed roadway, I recommend that before the work is undertaken by the city an agreement shall be taken from the Toronto Railway Company (somewhat similar to that under which the track allowance in Spadina-avenue, from King to Queen-streets, was paved, and a copy of which is herewith submitted), whereby the company will consent to the work being done by the city now, and that the court shall afterwards be appealed to by the city and the company to decide which party, under the meaning of the said clause 11, shall pay the entire cost.

"I further recommend that the City Solicitor be authorized by the City Council to prepare and execute such an agreement as above indicated between the Toronto Railway Company and the city."

It will be good news to the City Council, as well as to the Ratepayers' Association, to know, as the President states in his letter, "that the company accepted the conditions of the report of the Engineer for the construction of 1893." The important condition in this report of the City Engineer is that as, in his opinion, the tracks of the streets named for pavement are under the meaning of clause 11 of the said agreement and contract now laid on a permanently-formed roadway "the same must be changed under the agreement by the company without any change of roadbed being made, or any expense occasioned to the city thereby." (See clause 11 of the original agreement and page nine of the City Engineer's report of the 2nd inst.) It will be observed that in the portion of the City Engineer's report quoted he recommends that before the work is undertaken by the city an agreement shall be taken from the company similar to that under which the track allowance on Spadina-avenue from King to Queen-streets was paved and let the liability as to whether the city or company should pay for the same rest upon the decision of the court. This appeared to the Ratepayers' Association a reasonable proposal, but His Worship the Mayor informed me that Mr. McKenzie spurned the idea. The president of the company now states in his letter hereinbefore quoted from that he accepted all the conditions of the City Engineer's report. Will the president now state, as he seems to do in his letter, that, no matter how he may have been misunderstood in the past, he is willing to-day to accept this proposal of the City Engineer, as I understand if he will do so it will end the whole controversy. If he will decline to do this, then the language he has chosen in his letter is most unfortunate for himself, as the statement made by him in his letter will then be incorrect "that the company accepted the conditions of the report of the City Engineer for the construction of 1893." It may be well for the citizens to know that the company is liable, in the opinion of the City Engineer, His Worship the Mayor and Ald. Lamb, chairman of the Committee on Works, to extend its system to the whole 70 miles passed by the city to the company on Sept. 1, 1891, at its own expense "without any change of roadbed being made, or any expense occasioned to the city thereby." The money consideration involved in this liability, which is disputed by the company, amounts to about $1,000,000. It is greatly to be regretted that at the last meeting of the Committee on Works on the motion of Ald. Hewitt this committee decided practically to abandon this claim of the city, although the point is now before the courts. It is the duty of all citizens that this conclusion of the committee be resisted in every possible way, and that it be not adopted by the council at its meeting on Monday next.

If the president of the company is so sure that the company is not liable it is difficult to understand why the company should not execute the agreement proposed by the Engineer as a condition of pushing on the works desired by the city and the company. The clauses of the original agreement, upon which the present controversy rests, and upon which the suit now in court is founded, are given on page 10 of the report of the City Engineer on the 2nd inst. Clause 11 of said agreement is the only one which contains any reference to the paving of the track allowance, and the latter part of this clause 11 in the following words: "But such tracks as are now laid on permanently-formed roadways must . . . be changed by the purchaser (i.e., this company) . . . without any change of roadbed being made, or any expense occasioned to the city thereby." On page five of said report in the clause already quoted the Engineer states that the tracks on the streets to which the company desired to extend the electric system as embraced in his report of January 24, 1893, "are on a permanently formed roadway, and therefore the paving of the track allowance should be done by the company at its own expense." If it be correct, therefore, that the president never spurned the proposal embodied in the report of the City Engineer that the company should execute an agreement to the effect that in case it was held by the court that the company was liable for the pavement the payment for the same should be made by the company, he can now say so and end the controversy.

It will be somewhat of a surprise to many citizens to learn that the president of the company is so indifferent to a Sunday service, which would add so very largely to the value of the company's receipts and the value of its franchise, as the president seems to be, especially in view of the fact that his company deposited the money needed for taking a vote under circumstances most unfavorable to those who are opposed to such a service, and also in view of the public statement that his company has employed paid canvassers to secure votes in favor of such service.

The Ratepayers' Association, in view of this being an entirely financial question with the said railway company, and in the discharge of their duty in their endeavors to protect the financial interests of the city, strongly recommend their members and the citizens to make at present no concession to the street railway company, much less one of such financial value as the granting of a Sunday service on the 26th inst. would be. With regard to a Sunday service, clause 40 of the original agreement is the only portion of that agreement on this subject, and is in the following words: "No cars shall run on the Lord's Day until a Sunday service has been approved by the citizens by a vote taken on the question." This clearly provides that such Sunday service is one to be approved of by the citizens, and not one such as has to be voted on the 26th inst. without any condition, limitation, or other safeguard, regarding the protection of the company's servants or the rights of the citizens. The president errs in judgment in his letter in intimating that a Sunday service is dependent in any way upon him or the company. The matter at present is entirely in the hands of the citizens. Although personally I am in favor of a Sunday service, yet, under existing circumstances, I feel it to be the duty of every citizen, whether he holds the same views on this subject as I do or not, to vote against such a service on the 26th inst. If it be correct that the agreement provided for such service as the citizens approved of, would it not be most unwise on the part of all citizens to grant an unlimited, unconditional and irrevocable service to the company, as will be done by voting in favor of such service on the 26th inst.?

WILLIAM MCCABE.

Aug. 5, 1893.

To Columbian Exposition

Via the Wabash vestibuled trains running to Chicago every day in the year, are the finest known to the railway service. They are complete and solid vestibuled from end to end, the entire train being a moving palace of connected apartments. All Wabash trains stop at Englewood, near 60th-street entrance to the World's Fair; electric cars direct to grounds every five minutes. Get your tickets via Detroit and the banner route. J. A. Richardson, Canadian Passenger Agent, northeast corner King and Yonge-streets, Toronto. 9

If you are sick and cannot get relief, your hope is in St. Leon. What it does for others it is sure to do for you. Try it. 136

The World on the Island.

The World is now delivered on the Island. New subscribers or changes of address left at The World Office, 83 Yonge-street, will be attended to.

The Tax Collectors.

The Executive's sub-committee on taxes on Saturday assigned the collectors to their duties as follows: Ward No. 1, Mr. Mills, collector, salary $1000, Mr. Vance, assistant at $750; Ward No. 2, Mr. Whiteside, $1000, Mr. Kidd, $750; Ward No. 3, Mr. Nasmith, $1000, Messrs. Lander and Sanderson, $750 each; Ward No. 4, Mr. Funston, $1000, Mr. Rush, $760; Ward No. 5, Mr. Matson, $1000, Mr. Pritchard, $750; Ward No. 6, Mr. Hunter, $1000, Mr. Woods, $750; making a total salary bill of $11,250 per annum.

Are You Going Out of Town?

If you are, remember that The Sunday World, containing in brief nearly all the news to be found in the Monday morning papers, besides the week's society gossip, sporting gossip, theatrical gossip, bright editorials and many special features, but no politics, except in the form of news, will be mailed to you free on Saturday night for 20c a month or 50c a quarter, and will reach you from 6 to 24 hours ahead of the Monday papers.

St. Leon contains lithium, the most powerful solvent of uric acid, which is the direct cause of rheumatism. 136

Excursion to Long Branch.

The "Ugo Igo" pleasure club held a large excursion to Long Branch on Saturday. Everything ran smoothly till the evening. At 8 o'clock the Greyhound on its way back from Lorne Park called at the pleasure resort, but having a large number of passengers on board could only accommodate a limited number of the "Ugo Igo." The boat left to call back to take the rest at 10. But at 10 o'clock no boat was to be seen, and as time went on not a sign of a boat appeared. The belated excursionists, who numbered nearly 160, half of whom were ladies, resigned themselves to spending a "night out." Those who were inclined to trip the light fantastic wended their way to the Pavilion, and others went to the hotel and waited for the coming of the dawn. At 4.30 o'clock in the morning the now fatigued pleasure party started to tramp to the city. The ladies who had gone out prepared for dancing fared the worst, as the roads were a sea of mud from Saturday's rain. The party arrived in the city about 8.30 o'clock literally caked with mud.

A. E. Walton,

chemist and druggist, cor. Queen and Broadview and 895 Queen-street east, is headquarters over the Don for the celebrated Membray's Kidney and Liver Cure and all the leading patent medicines advertised. See a list of testimonials for Membray's Kidney and Liver Cure. Get a bottle; will cure pain in back without a doubt. 1

There are five prime conditions of happiness. The fifth is bodily health. This is promoted by the proper use of health-giving fluids. For breakfast drink the Royal Dandelion Coffee, which contains a proportion of German dandelion root and fine coffee as a basis. It combines the medicinal virtues of this well-known plant with the refreshing and dietetic properties of coffee. Prepared by Ellis & Kelgiley, Toronto. 1

Percy Parker's Funeral.

The body of Percy Parker, the waiter employed at the Rossin House, who was drowned in Muskoka on Friday, was interred in St. James' Cemetery Saturday afternoon. The employes of the Rossin House attended in a body. Mr. Nelson, the proprietor of the house, had charge of the arrangements. Parker's father, who is a wealthy soap manufacturer of Leeds, England, has been informed of his son's sad demise. Deceased was diving with two companions in eight feet of water. When he did not come up his companions went down after him, but could not dislodge the body. The body was recovered two hours afterwards.

"Go to Sleep," sure cure for sleeplessness, nervousness and headache. "Contains no Narcotics," gives sweet refreshing sleep in every case. This splendid sedative is especially efficacious in cases of insomnia from overwork, excitement or alcoholic excess. Guaranteed safe, sure and effectual. In bottles 25c at all drug stores. 1

St. Leon Mineral Water will positively cure the most obstinate case of dyspepsia, used according to directions. 136

Dr. Fowler's Extract of Wild Strawberry cures cholera, cholera morbus, diarrhœa, dysentery, and all forms of summer complaint, looseness of the bowels, etc. Price 35 cents.

Mother Graves' Worm Exterminator has no equal for destroying worms in children and adults. See that you get the genuine when purchasing.

If you have sick headache, are bilious or constipated, drink St. Leon hot before breakfast. 136

They Gave Their Love Time to Ripen.

Why suffer from disorders caused by impure blood, when thousands are being cured by using Northrop & Lyman's Vegetable Discovery? It removes pimples and eruptions of the skin. Mr. John C. Fox, Olinda, writes: "Northrop & Lyman's Vegetable Discovery is giving good satisfaction. Those who have used it say it has done them more good than anything they have ever taken."

Colic and Kidney Difficulty.—Mr. J. W. Wilder, J.P., Lafargeville, N. Y., writes: "I am subject to severe attacks of colic and kidney difficulty, and find Parmelee's Pills afford me great relief, while all other remedies have failed. They are the best medicine I have ever used." In fact, so great is the power of this medicine to cleanse and purify, that diseases of almost every name and nature are driven from the body.

Through Wagner Vestibule Buffet Sleeping Car Toronto to New York via West Shore Route.

The West shore through sleeping car leaves Union Station, Toronto, at 4.55 p.m. daily except Sunday, arriving in New York at 10.10 a.m. Returning this car leaves New York at 5 p.m., arriving in Toronto at 10.25 a.m. Sunday leaves Toronto at 12.50 p.m.

Thos. Sabin of Eglington says: "I have removed ten corns from my feet with Holloway's Corn cure." Reader, go thou and do likewise.

THE WOMAN WHO WORKS, and is tired, will find a special help in Doctor Pierce's Favorite Prescription. Perfectly harmless in any condition of the female system. It promotes all the natural functions, and builds up, strengthens, regulates, and cures. For women approaching confinement, nursing mothers, and every weak, run-down, delicate women, it is an invigorating, supporting tonic that's peculiarly adapted to their needs.

But it's more than that, too. It's the only *guaranteed* remedy for all the functional disturbances, painful disorders, and chronic weaknesses of womanhood. In "female complaints" of every kind, periodical pains, bearing-down sensations, internal inflammation, and kindred ailments, if it ever fails to benefit or cure, you have your money back.

Something else that pays the dealer better, may be offered as "just as good." Perhaps it is, for *him*, but it can't be, for *you*.

THE TRUSTS CORPORATION

OF ONTARIO.

Safe Deposit Vaults,

BANK OF COMMERCE BUILDING.

Parties leaving town for the Summer will find best accommodation for storing their Silverware, Plate and Valuables of all kinds.

Deposit safes, including Tin Boxes, to rent at a moderate charge. Our smallest safe is 5x3x22.

These Vaults are the Finest in Ontario, and may be inspected any time during office hours.

A. E. PLUMMER, Manager.

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A MOST PLEASING SMOKE.

TO HORSEMEN!

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Adelaide-street West, Toronto, Canada.

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