FINE WATCHES
—CLEANED AND CLOSELY ADJUSTED.—
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The Toronto World.

READ
"Young Mr. Ainslie's Courtship,"
By F. C. Philips, author of "As in a Looking Glass." Price 30c., at all bookstores.

TENTH YEAR. TUESDAY MORNING, OCTOBER 29, 1889. PRICE ONE CENT.

THE P.H. GOES BADLY LAME

THE INSURANCE COMPANY THAT WAS TO WORK THE ORACLE.

Col. F. C. Denison, M.P., Resigned the Presidency Two Weeks Ago—Mayor Clarke was Gathered in under Misrepresentation—He is Not a Director—An Actuary's Bill for One Thousand Dollars Unpaid.

The "Protestant Horse" Insurance Company received a very black eye yesterday after the people of the town had read The World. In insurance and business circles especially was the Horse discussed, and his pedigree was declared to be far from thoroughbred. Although Toronto was admitted to be strongly a Protestant community, yet it was pointed out on all sides that it was a poor plan to run an insurance company, or any other commercial enterprise for that matter, upon. It was learned from their own lips that Col. Fred. C. Denison, M. P., and Mayor E. F. Clarke had resigned from the directorate: Mr. Denison said he laid down the presidency because he had not time to attend to it, and Mayor Clarke said he never considered that he was director because his name had been put there without his knowledge, and anyway whatever connection he might have had with the company was through misrepresentation. Lawyer Edward Meek, although the name of D'Alton McCarthy, M.P., appeared on the printed matter as such, considered that he was still solicitor of the company; he had never received any instruction that he had been deposed. But one thing that the directors and "promoters" did not seem to know much about was the presence of a certain little document which is laid away, with a number of other documents, in the strong box of Messrs. Morphy & Millar, the solicitors, which is no less than a bill for one thousand dollars against the company for services rendered by Messrs. William and Frank Sanderson, as actuaries. If this bill is not paid by someone or other in the next day or two it is said a writ will at once issue against the responsible parties, and the lawyers will just find out who those parties are.

The President Resigned Two Weeks Ago.

Col. Fred. Denison, the published president, when The World saw him was not disposed to say much about the company. However, he remarked that he had resigned the presidency two weeks ago because he had not time to attend to the duties of the office. "Besides," continued the Colonel, "I am not an insurance man." It is said that Mr. Denison was put at the head of the directorate without his exact knowledge or consent. This seems to be the case with several of the other directors.

Lawyer Meek said the company was chartered in the regular way, in fact its charter was one of the best insurance charters in existence. "The charter," he continued, "is issued jointly under the General Insurance Act and under the Joint Stock Companies' Act. It passed through the Provincial Insurance Office and was then issued by order-in-council in August last. Nothing slow about that charter." Mr. Meek thought the company would go ahead all right. But there had been some trouble about the name. The word "Protestant" in the title gave rise to a great deal of objection. He was not aware that it was the intention of the company to travel on the shoulders of the Equal Rights movement. Mr. Meek said he had done all the law work for the company up to date and he was not aware that Mr. McCarthy had been appointed solicitor.

When the reporter called at the office of Mr. McCarthy he found that that great apostle of Equal Rights was out of town.

The Mayor's Repudiation.

Mayor Clarke was not slow to repudiate his alleged connection with the company, as it appeared in the printed matter of the concern. His Worship said that a couple of days before he left for England, about May 28 last, he consented to have his name appear as an applicant for a charter for "The Loyal Canadian Insurance Company," this or some similar name. "But," continued the Mayor, "it was given to distinctly understand that the word 'protestant' was not to appear in the title of the company or any part of the application. I told those who called upon me that it would be useless to attempt to run an insurance company, or any other company, on such lines. Why, you might as well ask Frank Smith to run his street cars on the Presbyterian plan as this. The first intimation I had that I was a director was when I returned from England. I never attended any of the meetings. I sharply protested against using the word 'protestant' in any way in connection with the concern. My idea was that it was to be a 'Canadian' insurance company."

The Mayor then stated that during his absence his brother Richard held his power of attorney, and certain representations being made to Richard that everything was in accordance with His Worship's wish he (Richard) had signed E. F. Clarke's name for stock, but he insisted on having the amount left blank. Mr. R. Clarke acted under the impression that it was all right.

No Connection With the Orange Order.

The reporter told the Mayor that there seemed to be an impression abroad that the company was in some way connected with the Orange Order; in fact, one gentleman called at The World office yesterday and wanted to know if it had anything to do with the Orange Mutual Benefit Association, which insures Orangemen in good standing to the amount of $1000. Mr. Clarke said emphatically that there was no connection between the two. "I am treasurer," he said, "of the Orange Mutual Benefit Association, and that is an insurance purely and simply for Orangemen. I would certainly not consent to mixing any other concern with that."

It was learned that a persistent attempt was made to enlist the sympathies of some of the most prominent Protestant ministers of the city in the company. Such men as Rev. Dr. Potts were invited with open arms to come into the fold as stockholders. But it was not known that the rev. doctor was gathered in. However, Rev. Dr. Parker of the Broadway Tabernacle went down for $1000 worth of stock and was a director for a short time; then he resigned. Mr. Sparling of course was the chief hustler in filling the pages of the stock-book, and it is said that he succeeded in obtaining about $30,000, and that some $3000 was paid in. What will puzzle some of the gentlemen who have made themselves liable is, "What have we become responsible for; what have we signed; what will be collected from us; or, what are the present liabilities of the company?" Perhaps Mr. Sparling or some of the other enthusiastic pushers of the company can tell this. So far, Mr. William Sanderson's bill for preparing the actuary tables, etc., seems to be among the largest, $1000. Then there is printing, advertising, solicitors' fees, expenses of obtaining charter, etc. Mr. Sparling will no doubt have a good round bill for salary, and a mild estimate puts the expenses up to date at $10,000. It is not known as yet just how much work Mr. McCarthy did for the company, but all the members of the board and the promoters generally well know how high that gentleman's services come.

The Company Has No License.

Mr. J. Howard Hunter, Provincial Inspector of Insurance, said yesterday that he knows nothing of "The Protestant Insurance Company" officially.

"They came," he said, "in the ordinary way and made application for letters patent under sec. 4 of the Insurance Act. They complied with that section and were working up to sec. 6, which required $300,000 stock to be subscribed and $30,000 deposited in some chartered bank. When it came to a question of cold cash the enterprise didn't seem to make much headway. As any rate the $30,000 has not been deposited and I cannot issue a license for them till I have that guarantee of their stability."

The Original Application.

The original application for a charter was first printed in The Ontario Gazette on May 31 last, a couple of days after Mayor Clarke left for England. The application reads:

Notice is hereby given that, within one month after the expiration of four weeks from the first publication of this notice in The Ontario Gazette, application will be made by the persons hereinafter named to the Lieutenant-Governor-in-Council of the Province of Ontario for the grant of a charter of incorporation by "letters patent," under the provisions of the "Ontario Joint Stock Companies' Letters Patent Act" and "The Ontario Insurance Act," to incorporate the applicants and such other persons as may become shareholders in the company, a body corporate and politic under the name and for the purpose following, that is to say:

1. The proposed corporate name of the company is "The Loyal Protestant Life Insurance Company of Ontario."

2. The object for which incorporation is sought, is the carrying on of the business of life insurance in accordance with the laws in force in this province relating to life insurance, by such methods, systems or plans as may hereafter be adopted and authorized, and in such a manner as may be regulated by the bylaws of the company when organized.

3. The business operations of the company shall be carried on at the city of Toronto, and at such other places as may be hereafter determined upon, and the head office and chief place of business of the company shall be at the said city of Toronto.

4. The capital stock of the company shall be $500,000.00, divided into 5000 shares of $100 each.

5. The names in full and the address and calling of each of the applicants are as follows: Edward F. Clarke, Mayor of Toronto, publisher, 10 Harbord-street, Toronto; James Douglas Wells, insurance manager, 65 Kingstreet east, Toronto; John Ferguson, M.A., M.D., 62 College-street, Toronto; William Bell, alderman, merchant, Toronto; James L. Hughes, Inspector of Public Schools, corner of York and Richmond-streets, Toronto; and William Galbraith, LL.B., Ph.B., clergyman, 124 Shaw-street, Toronto.

6. The said applicants shall be the first directors of the company.

EDWARD MEEK, Solicitor of the Applicants.

Dated at Toronto, this 31st of May, 1889.

PULLING THE MOVEMENT'S LEG.

What an Ex-Editor Has to Say of Principal Caven's Visit and the P. L. I. C.

The danger, said an old newspaper editor now in the seclusion which the civil service grants, is that men who take public positions in connection with a great political principle like that of Equal Rights are apt to become entangled with the "practical politicians," or to allow the movement to be used as a "leader" for some commercial speculation.

Take the case of Principal Caven and the Ontario Government. The latter knew that the Equal Rights movement was directed as much against them as against the politicians at Ottawa, and therefore that they were inclined to head off the attack by capturing its leaders if possible. If accordingly they were most anxious to please Principal Caven in regard to the University appointment and when they heard he would not join Mr. Sheraton and Sir Daniel Wilson they invited him to meet them at their cabinet council. To avoid the slightest suspicion of a deal on the Principal's part he should have refused this invitation just as pronouncedly as he did the other. Everyone knows that Principal Caven would make no deal with the politicians, but everyone also knows that the politicians would do anything to try and please or capture the Principal. Hence a man in his position cannot be too careful.

Look at the other case, that of "The Protestant Insurance Company." Equal Rights has been more or less injured by prominent men in the movement lending their names to an insurance scheme. They have now all withdrawn from the company, but not until after the damage had been done to the cause of Equal Rights.

Let all the friends of the movement beware of the "practical politician" and the commercial adventurer, both of whom will "pull the movement's leg," if I may use a slang phrase.

STUCK TO THE SHIP.

A Plucky Schooner Captain—Disasters on the Atlantic.

NEW YORK, Oct. 28.—The old Dominion steamship Wyanoke, which arrived here from Norfolk to-day, reports that yesterday, off the Delaware Capes, the schooner J. G. Morse of Portland, Me., was spoken dismantled and disabled. Her captain said the larger part of his crew had been washed overboard and his vessel was unable to reach port. The mate had died of exposure. The captain and two sailors were the only ones on board and they were all sick and scarcely able to work. Captain Humphrey of the Wyanoke offered to take the schooner in tow but the schooner's captain declined the offer. He asked that enough men be given him to take his vessel into port. Captain Humphrey was unable to comply with the request. A life boat was sent with provisions to the schooner but the sea was so rough that the attempt to reach her was abandoned and the vessel was left to her fate. Five miles further north the Wyanoke spoke to two disabled Italian vessels.

The bark Western Belle, from Ivilo, 197 days out, arrived here to-day dismantled. Four of her crew were disabled by injuries received during rough weather.

THE GUELPH TRAGEDY.

Harvey's Trial Not Likely to Begin Before Thursday.

GUELPH, Oct. 28.—Jurymen, lawyers and witnesses were plentiful at the Court House this morning, as it was expected that the Assizes would open on the arrival of the morning train from Toronto. Judge Street, however, did not come till the afternoon train, consequently the court did not meet till 3 o'clock and little business was done. The Harvey murder trial will probably not begin before Thursday.

Preferred Death to Illness.

ST. LOUIS, Oct. 28.—Oliver Garrison, one of the oldest and most prominent of St. Louis' citizens, committed suicide this afternoon by shooting. He had suffered from incurable kidney trouble for several years.

Lynchers in Jail.

LEXINGTON, Oct. 28.—Twenty persons charged with the lynching of Berrier the matricide two weeks ago, have been arrested.

The Sheffield House Importing Company (Registered),

65 Yonge-street (below King). New Sterling Silver goods suitable for wedding presents. Our English spoons and forks are guaranteed for 10 years. C. E. Robinson, Manager. 246

The Best Time to Buy Furs,

The impetus which has been given to the demand for fur goods, since it became apparent how popular they would be this season, has caused a great advance in the price of almost every article of the finer grades of furs—Seal, Otter, Beaver, Alaska, Sable, Mink, Persian, Astrichan, &c., have all gone up from 30 to 50 per cent. Now is the time to buy before another advance takes place. W. & D. Dineen, on corner of King and Yonge-streets, are stocked with all the latest novelties for ladies and gentlemen.

Electric Lighting.

The science of electricity is developing so rapidly that every day brings out some new and surprising feature. The enterprising electricians of the old Toronto Electric Light Company are evidently determined to keep ahead in the business, as may be seen by a reference to our advertising columns this morning.

Accidents.

This is a year of accidents, the unfortunate effect of which are largely ameliorated by a policy in the Manufacturers' Accident Insurance Co., 83 King-street west, Toronto.

The number of buyers crossing the Atlantic is unprecedented in the history of the steamship lines. With all the luxuries attending a voyage across, there is only one drawback—the companies do not supply the traveling public with suitable nightshirts, leaving that to White, 65 King-street, who fills the bill to a nicety with his varied assortment in style and size. The latest fad is the "Easy fit" night shirt. Everyone who has seen it pronounces it a success.

AFLOAT IN CLASSIC SEAS.

THE PRINCE OF WALES AND HIS SONS SAIL FROM SALAMIS.

The Kaiser at the City of Pericles—Terrible Railway Disaster in India—Sir John Lowe's Estimate of the United Kingdom Wheat Crop—The Tenants' Defence League—General Cable News.

ATHENS, Oct. 28.—After the ceremony of kissing the bride's hand at the Palace this morning the Duke of Sparta and his wife drove through the still decorated streets, which were thronged with people. Upon returning to the bridal residence they were received by the King, who conducted them to a balcony to acknowledge the cheers of the crowd. To-night the city is again brilliantly illuminated.

Empress Frederick accompanied the Prince of Wales and his sons on the yacht Osborne as far as Salamis. The yacht was escorted by the British squadron and was saluted by all the foreign vessels in the harbor. The Prince of Wales and the Princess Victor and George proceeded for Egypt.

Something Intoxicating About It.

BERLIN, Oct. 28.—The North German Gazette says Emperor William on his arrival at Athens sent this dispatch to Prince Bismarck:

I have arrived at glorious old Athens after a voyage of intoxicating beauty. After a splendid reception from princes and people your telegram was my first greeting from home. Hearty thanks for it. My first word back to the Fatherland is a salutation to you sent from the city of Pericles, from the pillars of the Parthenon, the sublime aspect of which deeply impresses me.

Great Britain's Wheat Crop.

LONDON, Oct. 28.—Sir John Lawes, the greatest authority in England upon agricultural matters, estimates this year's wheat crop in the United Kingdom at 8,733,725 quarters, and the quantity available for consumption, after deducting two bushels an acre for seed, at 8,098,545 quarters. Taking the population for the current harvest year at rather over 38,000,000, the amount required for consumption, 5.65 bushels per head, will be 26,956,961 quarters, leaving nearly 19,000,000 to be provided by wheat in stock and imports. Sir John bases his estimates upon the average results obtained by him from a number of experimental plots under wheat upon his famous model farm. His forecast made last year about the same time and upon the same data proved startlingly correct, but crop figures for the year place the total at 1,000,000 quarters less than the lowest previous estimates, and some critics therefore hesitate to accept them. The official agricultural produce statistics will not be published until December. They are based upon the results of inquiries made in nearly 14,000 parishes in Great Britain, and on the returns of the Registrar-General for Ireland.

Clara is Now a Princess.

LONDON, Oct. 28.—The marriage of Prince Hatzfeldt to Miss Clara Huntington, daughter of Collis P. Huntington of New York, took place to-day in the Catholic oratory at Brompton. The ceremony was performed by Bishop Emmans. The wedding was private, only relatives and a few friends of the bride and groom being present. A wedding breakfast was served at the German embassy, after which Prince Hatzfeldt and his bride started for Italy on their wedding tour.

Dr. Tanner Released.

DUBLIN, Oct. 28.—The term of imprisonment imposed on Dr. Tanner, M.P. for Cork, who was convicted of offences under the Crimes Act, expired to-day and he was released.

Fatal Steamship Explosion.

LONDON, Oct. 28.—The General Transatlantic Line steamer Ville de Brest burst her boiler in Tunis Bay. Five persons were killed by the explosion.

The Fourth Victim.

LIVERPOOL, Oct. 28.—Another of the firemen who were injured by the explosion on board the steamer Cephalonia last Tuesday has died. This makes the fourth death.

Thirty-Three Lives Lost at Sea.

LIVERPOOL, Oct. 28.—The British ship Bolan, from Calcutta to this port, has foundered at sea. Thirty-three lives were lost.

Funeral of Emil Augier.

PARIS, Oct. 28.—The funeral of Emil Augier took place to-day. The service was held in the Church of the Trinity. Among those present were Premier Tirard, Minister Spuller and many members of the Academy. An incident that attracted attention was a meeting between the Due D'Aumale and M. Tirard. The two gentlemen shook hands cordially and conversed for some time.

The Tenants' Defence League.

DUBLIN, Oct. 28.—The Tenants' Defence League held a convention at Thurles to-day, at which Lord Mayor Sexton presided. There was a large attendance. Messrs. Redmond, Sullivan, Sheehy and Lane, M.P.'s, made speeches. Resolutions were adopted supporting the objects of the new league and pledging those present to subscribe not less an amount than threepence on the pound on the rateable value of their holdings.

Terrible Railway Accident in India.

CALCUTTA, Oct. 28.—In a railway accident at Habras near Agra to-day fifteen persons were killed and forty injured.

Cable Flashes.

The Duke of Edinburgh has gone to Madrid.

Rain has destroyed the rich cotton crop in the Yang-tse-Kiang Valley.

Lord Charles Beresford has been appointed to the command of the warship Undaunted.

The Czar has invited the Emperor William to attend the Russian review next summer.

The strike movement is spreading to the employes in the hemp warehouses at Bristol.

President Carnot has informed the Cabinet that he will decline to accept any minister's resignation.

Lord Wolseley has accepted an invitation to attend the unveiling of Gen. Lee's statue at Richmond, Va.

The fury in the case of Gallagher, charged with being implicated in the murder of Police Inspector Martin at Gweedore, failed to agree on a verdict.

Li Hung Chang is working to secure the ratification of the Chefoo Telegraph Convention. The American minister protests against the convention.

Prince Ferdinand of Bulgaria has arrived at Vienna. He has succeeded in mollifying all the members of the Orleans family including the Comte de Paris.

The Riforma (Rome) declares that the pilgrimages to the Vatican are becoming political demonstrations against the unity of Italy and are therefore illegal.

The Mitylene lighthouse was wrecked by an earthquake Sunday. Slight damage was done in Constantinople. Shocks in Italy caused serious damage and some loss of life.

The illness of the Duke of Edinburgh is ascribed to a fainting fit experienced while visiting King Carlos. When he was attacked the Duke fell to the floor, bruising his face badly.

Advances made on merchandise warehoused with Mitchell, Miller & Co., 45 Front-street east.

Fires of a Day.

BINGHAMPTON, Oct. 28.—On Saturday evening about 8 o'clock fire was discovered in the dye house of William Pearson's woolen mills. The building and the machinery together with a large quantity of manufactured goods and about 3000 pounds of wool were destroyed. The origin of the fire is unknown. The loss is about $2200, insurance $1000.

BERLIN, Oct. 28.—The docks in Koenigsberg were burned to-day, for the third time within a short period. An enormous amount of damage has been done by the flames.

DECATUR, Ala., Oct. 28.—Two blocks of buildings were burned here yesterday. Loss $25,000. Several persons had narrow escapes.

Manufacturers, by warehousing their surplus stock with Mitchell, Miller & Co., receive negotiable warehouse receipts.

WEDDED BY FORCE.

An Ottawa Swain Seeks Release from His Matrimonial Ties.

OTTAWA, Oct. 28.—The fall sitting of the Chancery Court opened to-day, Chancellor Boyd presiding. Among the cases tried was Lawless v Chamberlain, an action brought to annul the marriage of Sidney Lawless and Maud Chamberlain on the grounds that both parties were minors and that the marriage contract was consummated by force. Sidney Lawless was the first witness. His father is a retired gentleman and the family move in the best society. He said he lived in Hull and was 19 years of age on Jan. 20 last. He met Miss Chamberlain about a year ago at church in Hull and accompanied her home. He met her on various occasions afterwards. About the end of July he received a note from her asking him to come to her house at Aylmer. He went and while sitting with her on a sofa Mr. Chamberlain came in and asked him if he was Mr. Lawless. He said, "You have been keeping company with my daughter for some time; you see her condition, what are you going to do about it?" Just then Thos. Ritchie came in and said he would give witness three minutes to decide and than if he did not marry her he would not leave the house alive. At the point of the pistol, after the clergyman summoned to the house had refused to marry them, he was driven at daybreak to Ottawa, where he unwillingly allowed the ceremony to take place. The young man's father also gave evidence. He wanted the marriage annulled on the ground that his son was not of age. His Lordship reserved judgment.

CONGRESSMEN'S OPINIONS.

Revenue Reforms Proposed—The Revival of the Merchant Marine Favored.

NEW YORK, Oct. 28.—Several weeks ago a Washington correspondent of The Tribune addressed to each of the Republican representatives in the Fifty-first Congress a letter to which were appended these inquiries:

1. Do you favor a revision of the tariff on the lines adopted by the senate at its last session?

2. To what extent would you modify the internal revenue laws?

3. Do you favor national control of congressional elections?

4. Do you favor liberal appropriations for ocean mail service looking to a revival of the American merchant marine?

There is excellent reason to believe these questions relate to matters which will be discussed in President Harrison's first annual message. Replies have been received from 83 representatives out of the total Republican membership of 169. The first question was answered in the affirmative by 36 representatives, in the negative by 3; 3 gave no answer and confined the reply to themselves. Some favor higher rates of duty on certain articles—wool, tin plates, etc.; while others favor a great reduction or the repeal of the duties on sugar.

In respect to the internal revenue laws there seems to be a wide diversity of opinion as to what should be done, although 77 favor repeal or some modification of the laws, while 7 oppose any change, 8 declined to commit themselves and 2 gave no answer. To the third question the number of replies in the affirmative was 75, in the negative 4, non-committal 14.

Only one negative reply was received to the fourth question and this was qualified; two failed to answer, 7 were undecided, 73 expressed an opinion as to the best means to accomplish the desired result, which all of them favor, and 83 responded unconditionally in the affirmative. Several desire to wait before committing themselves until the Pan-American Congress shall have concluded its deliberations. Several would limit the application of the policy indicated to "American countries."

AMBITIOUS CITY NEWS.

Hon. James Turner's Will—Alleged Hospital Mismanagement.

HAMILTON, Oct. 28.—The will of the late Hon. James Turner has been entered for probate. The estate is valued at $177,000, exclusive of $16,000 life insurance, which goes to Mrs. Turner. The household furniture, etc., is bequeathed to Mrs. Turner and the residue of the estate is left in trust to be divided as follows: One-quarter to Mrs. Turner and the other three quarters equally among the children.

Mrs. Evans, matron of the Children's Home, who was recently injured in the St. George railway accident on Feb. 28, died this morning. She was a sister-in-law of Senator Sanford. Mrs. Evans' injuries consisted of several severe wounds about the head and some painful scalds. She never rallied from the shock to her nervous system, and her death was caused by the injuries received. The deceased leaves four children.

The air is full of rumors about bad management of the City Hospital. Charges are made by members of the medical profession who have no connection with the institution, setting out that certain members of the Hospital Board have been abusing their position as members of the board; charging patients for treatment received within the hospital; that due care is not exercised in the management of contagious diseases; that patients do not get their meals served decently or properly; that the nurses are squabbling and doing their work inefficiently; that certain members of the board "run" the institution to suit themselves, paying no heed to the wishes of others. One point upon which all parties seem agreed is this, that a thorough investigation is urgently demanded.

A report was current in authoritative circles this afternoon that Mr. C. Stiff, local superintendent of the G. T. R., had been promoted to the position of general freight agent of the road with headquarters in Montreal. This position was formerly held by the late T. Tandy.

The latest product of the city water pipes is a lizard about a foot long and an inch or two wide. It was discovered by a man from Latch & Turner, who was sent to Fisher's, at the corner of Napier and Hess-streets, this morning to remove some obstacle lodged in the pipe which feeds their water motor. The obstruction was the lizard.

On Saturday evening W. C. Barnes received from the postoffice authorities the $8 which he had lost through the disappearance of the registered letter, reference to which was made in yesterday's despatches.

Boston Symphony Orchestral Club, Horticultural Pavilion, Monday evening, Nov. 4. Plan open for subscribers to-morrow morning at Nordheimer's at 10 o'clock and on Thursday morning for the general public. Reserved seats 75 cents and a dollar. General admission 50 cents.

St. Alban's Ward.

Ald. Booth and Lennox are in the field for re-election to the City Council for 1890. Dr. Lynd has also announced himself as a candidate.

A Kansas Crash.

ABILENE, Kan., Oct. 28.—The Abilene Bank, owned by Mayor C. H. Lebold and Col. J. M. Fisher, suspended this morning, creating great excitement, as it has been considered the strongest financial institution in Central Kansas. The deposits amount to $200,000, principally local. Re-discounts and individual loans swell the liabilities to $400,000. The firm claims to own $600,000 worth of real estate and notes and say they will pay in full if given time to realize.

Merchants can warehouse goods in bond or free with Mitchell, Miller & Co. Negotiable warehouse receipts issued; rate of insurance low.

Preferred Not to Suffer.

CLAREMONT, N.H., Oct. 28.—Caleb Dinsmore, aged 75, committed suicide to-day by placing the muzzle of a gun to his eye and firing it with a cane. He left a note saying he must soon die from cancer and preferred not to suffer. He made arrangements for his funeral and laid out a suit of clothes in which he wanted to be buried.

Chief Arthur Re-Elected.

DENVER, Col., Oct. 28.—The Brotherhood of Engineers' convention to-day re-elected Chief Arthur. On the first formal ballot he received 351 votes out of 416, Vrooman of North Platte 64, T. B. Bellows of Mississippi 3.

A BIG GRAIN BLOCKADE.

City Operators Who Rate the Railways for the Serious Scarcity of Cars.

The grain dealers in Toronto operating at interior points are rating the railways in round terms on account of the delays in the shipment of goods from inland stations. Some of the "trade" spoke to The World yesterday about the matter.

Mr. James Carruthers, of the firm of Norris & Carruthers, said: "The grain men are suffering from the want of cars. There are a lot of points on the railways blocked on account of the scarcity of cars; they cannot take any more stuff. Besides preventing the movement of grain this kind of business is hard on us. When you sell grain to a man you don't want to wait forever for cars to transport it. The buyer wants to get the stuff at once. This is the case especially in barley, which is very weak this season. If the goods are not shipped promptly you get notice to cancel the order. What the Grand Trunk ought to do is to build two or three thousand more cars. They have not got nearly enough empties for the traffic. It seems to me it's a poor policy for a railway to be in such a position as not to be able to accept business when it is offered. There is more grain to be moved along the line of the Grand Trunk than along the line of the C.P.R., and therefore we feel the want of Grand Trunk cars most. The only answer we can get to our daily complaints is that the head office is doing the best it can. But that is poor satisfaction for the money we are losing."

Mr. H. N. Baird of the firm of Crane & Baird said: "The want of proper shipping facilities is certainly bearing very heavily on us. The supply of cars has been scarce all season. It has been a little better to-day, however, and I hope it will continue so. We have been put to great trouble to obtain cars for the transportation of our purchases. The delays have been long and provoking and the results we have lost money through such delays."

Mr. Cephas Goode said: "I have never seen such a condition of affairs as now exists in the railway business. It is almost impossible to get a car. Grain is lying at outside points ready to be moved and we cannot get a car to move it. I gave in a list of 35 cars to-day that I want and cannot get one. I am going to recall my buyers from outside points and do business in the city."

Mr. L. A. Tilley of the firm of Wm. H. Howland & Co. said: "I have seen the car scarcity before, but I never saw it so bad as it is now. I promise me to tell what the railway companies are doing with their cars, the Grand Trunk especially. There is no heavy export trade as there has been in other years and this should command more cars for local business. If the road is not equipped in the low rate freight from the Western States it is not fair to us. There does not seem to be any relief forthcoming. In reply to our despatches the same old answer comes, 'We are doing our best.' We have had Manitoba wheat lying at Point Edward for weeks and not a pound of it is sent on yet. It is a serious thing for the grain men and something must be done about it."

Electric Wires Burnt.

CINCINNATI, Oct. 28.—The wires of the Mount Auburn Street Railway Company have just burned, falling to the street in great glowing strips of flame. All the wires for several blocks were thus consumed. Thousands of people on the streets witnessed the spectacle. Many who were within a short distance of the burning wire received shocks. The affair created the utmost excitement and alarm. The cause of it is not yet known.

Starved to Death in a Mine.

SAN FRANCISCO, Oct. 28.—An Australian steamer brings a story of unusual suffering of miners who were imprisoned by the caving in of the Hamilton coal mine near Newcastle, N.S.W. After many days of searching the bodies of four men were found Sept. 5. They presented a ghastly sight, being reduced to skin and bones, and all the surroundings showing they had starved to death, after making desperate efforts to escape.

A Flurry in Oil.

OIL CITY, Pa., Oct. 28.—A message was received here this afternoon from Warren reporting the Hooton well, at Sheffield, as doing 300 barrels per hour, which broke the market 5 cents. Later reports say the well has not been drilled in yet. Considerable loss was occasioned here by the report.

The Ellis Contempt Case.

OTTAWA, Oct. 28.—In the Supreme Court to-day the appeal of John V. Ellis, M.P., from the judgment of the New Brunswick court finding him guilty of contempt of court was argued. Judgment was reserved.

A Bastardly Outrage.

BALTIMORE, Md., Oct. 28.—An attempt was made early Saturday night by some unknown person to cause an explosion in St. Peter's Catholic Church, for the purpose, it is supposed, of wrecking the building.

The Great Railway Game.

CHICAGO, Oct. 28.—It is reported that the Vanderbilts are trying to get the Rock Island road into the Union Pacific and Northwestern combination.

Advances made on merchandise warehoused with Mitchell, Miller & Co., 45 Front-street east.

After the Opium Smugglers.

SAULT STE. MARIE, Mich., Oct. 28.—Opium smuggling has been carried on extensively at this point for six months, the smugglers bringing the drug from Canada and working it across the river in small boats. United States customs detective has arrived here to assist local officers in arresting parties implicated, of whom there are quite a number. Some of the gang are now at Port Huron waiting a chance to smuggle across from Sarnia $2000 worth, which they have lately imported and are going to sell to Chicago dealers.

Sight Restored by Faith.

JERSEY CITY, N.J., Oct. 28.—In the faith cure church here Annie Ryder, aged 18, last night announced she had been cured of blindness. She said she had been blind since she was two years old but through prayers and her own faith her sight was restored.

New Dr. Wild.

BELLEVILLE, Oct. 28.—Rev. Mr. Hodson, pastor of the Bridge-street Church, announced last night that he will no longer read miscellaneous announcements from his pulpit.

Merchants can warehouse goods in bond or free with Mitchell, Miller & Co. Negotiable warehouse receipts issued; rate of insurance low.

Up Goes Window Glass.

PITTSBURG, Oct. 28.—The Pittsburg Window Glass Manufacturers' Association to-day decided to advance the price of glass 5 per cent. This is the second advance of 5 per cent. this fall.

And Now It's the Pillsbury Mills.

MINNEAPOLIS, Oct. 28.—The Pillsbury mills have been sold to an English syndicate for $5,200,000. The transfer will be made Nov. 1.

Dr. Talmage's New Tabernacle.

BROOKLYN, Oct. 28.—Ground was broken here to-day for Dr. Talmage's new church.

Advances made on merchandise warehoused with Mitchell, Miller & Co., 45 Front-street east.

New York.

H. W. VanEvery will run one more of his cheap and popular excursions to New York City on Saturday, Nov. 9. Those who intend taking this opportunity of visiting the great metropolis should reserve their sleeping car accommodation early at his office, 5 Adelaide-street east.

J. R. Armstrong & Co., of the "City Found ery," have removed from 154 Yonge-street to 125, 221 and 223 Queen-street east. 4

Stop Watches.

Intricate and complicated watch work my forte. E. Beeton, High Grade Watch Specialist, Opposite Post Office.

TRACKING NEAR THE DON.

ENGINEER CUNNINGHAM'S REPORT TO THE CITY COUNCIL.

He Does not Believe that the Aldermen Have the Power to Give Exclusive Running Accommodation to Any One Railway—That Awful Baird Lease Again—Off to the "Chesterfield" Dinner.

When the City Council met last night there were in attendance Mayor Clarke, Ald. Verral, Hill, P. Macdonald, Gowanlock, McMullen, Small, Fleming, Gibbs, Moses, Shaw, Lennox, Bell, Crocker, St. Leger, McMillan, Boustead, Dodds, Gilbert, Booth, Hewitt, J. E. Verral, Vokes, Baxter, Tait, Frankland, McDougall, Denison, E. A. Macdonald, Moses. The aldermen rushed things through rapidly, as a round dozen of them were down for places at the "Chesterfield" dinner.

Mr. Herbert Kent sent in a letter opposing the proposition to raise the level of Avenue-road; Samuel Platt wrote stating that his sidewalk in Jarvis-street had been injured by changing the grade.

Railway Tracks Along the Don Improvement.

This message was read by His Worship re the allocation of railway tracks along the Don improvement:

It will be remembered that during my absence in England a deputation was appointed to attend before the Railway Committee at Ottawa to oppose the application of the Canadian Pacific Railway Company for an exclusive right of way along the Don improvement. The result of their mission is reported in the message of the President of the council under date July 8 last. It seems that Mr. Schreiber was to be sent from Ottawa to investigate the locality and report to the Government. I have now the honor to lay before you a communication from Mr. Thomas Trudeau, secretary of the Railway Committee, covering a copy of Mr. Schreiber's report, together with a plan thereto attached. Upon receipt of Mr. Trudeau's communication I referred it and the enclosures to Mr. Cunningham, who has special charge of the Don improvement, and I beg also to lay before the council his memorandum thereon.

Mr. Cunningham's Report.

The report of Mr. Cunningham is a somewhat lengthy document. The substance of that sent in by Collingwood Schreiber has already been published. Mr. Cunningham, in his report says that the city has no power to give any railway company independent (in the sense of an exclusive) entrance by the Don, nor does he believe that it would be in the city's interests to give any one company such rights. He is of opinion that a double track on the Don Improvements would accommodate the C. P. R. as well as other companies. Among other schemes suggested to do away with the level crossing danger was one to divert the G. T. R. and bring it down the west bank of the Don. This would be blocked by giving the C. P. R. entire control. Such diversion of the G. T. R. would also obviate the necessity for the present bridge used by that company and this would bring about the opening of the Don for lake traffic. These views are entirely opposed to those of Mr. Schreiber, who recommends that the C.P.R. be granted an independent entrance via the Don.

The reason given to say Mr. Schreiber's suggestion that the C. P. R. should purchase an additional strip of 26 feet would, if acted upon, provide sufficient space for 6 lines of railway with street or roadway on either side, and these lines could be arranged with running tracks for all railways in the centre and loading and switching tracks on either side. This, so far as the railways are concerned, would provide excellent means for handling traffic and freight. The objection to this arrangement is, that in the event of the Don river being open to vessel traffic the six tracks would be a most serious barrier between the street and the river, preventing to a great extent persons and teams from crossing from the street to the river bank.

It is suggested that the G.T.R. and other bridges be made swing bridges in order to keep the river open for navigation. The report then recommends that the safe course for the city to pursue is to grant running rights to the C.P.R. on the Don, with strict provisions that other companies may run over these running tracks upon paying a proper share of the cost of laying them, or rental for the use of the same. Also that the railways should be charged a certain fixed rate per car for the use of these tracks, and that this should be paid to the company that laid the tracks.

It is further suggested that in the event of vessels coming up the Don, the only way properly to provide for vessel business is by placing the running tracks on the viaduct.

The rules were suspended in order that Ald. Boustead might move that the reports of Messrs. Cunningham and Schreiber be referred to the Esplanade Committee. The motion carried.

A Lombard-street Snag.

A number of bills for street extensions were then rushed through, and the council resolved itself into committee on the report of the Executive Committee. A snag was struck in the very first clause recommending the purchase of a lot of land, 16x90 feet, fronting on Lombard-street, for free library purposes. Ald. Carlyle (St. And.) moved that the clause be referred back. His motion was lost and the clause went through.

Things went very smoothly until the recommendation for sidewalks on the initiative was reached. Ald. Baxter was proceeding to enter a lengthy protest against the system when he was interrupted by his friend Ald. Frankland.

"The next clause," said he laconically.

"My friend opposite wants to get away to attend a dinner," retorted Ald. Baxter. His protest against the recommendation was unavailing and the clause was adopted.

There was quite a lengthy discussion on the clause in the report of the Waterworks Committee relative to the offer from Messrs. Gale, Anderson & Co., viz., $20,000, for the lot at Soho and Phœbe-streets required by the city for the Waterworks Department. The Assessment Commissioner adhered to his valuation of $15,200 for the property. An amendment in effect endorsing the suggestion that if it is deemed absolutely necessary for the city to acquire this property the same be expropriated, contained in Mr. Maughan's report, was moved by Ald. Baxter and carried.

That Awful Baird Lease.

The clause in the Property Committee's report relating to the Baird lease, which has already been fruitful of many and lengthy discussions, was talked upon for a quarter of an hour before any decision was reached. The Executive recommended that the clause be referred back and Ald. McMillan strongly supported the action of his committee. The recommendations of the Property Committee were as strongly defended by its chairman, Ald. Baxter. The recommendation of the Executive was at length adopted.

On motion of