

CITY SLOW IN PREPARING
FOR EXPROPRIATION CASECommissioner Fleming Opposed to
Acquisition of Property on
Front Street.

Commissioner Fleming has no fear that any of the city's tenants in the burned district will leave on account of a probable increase in their rentals. The majority of the leases do not expire for years, but he is waiting for the plans showing the property wanted by the G. T. R. before making any calculations. He has not yet agreed on any price to be placed on the property by the city at the meeting of the railway commission on Tuesday next, when the matter will come up.

The question of rentals can be settled by arbitration if the tenants think we are charging them too much," said the commissioner, "but the city is not going to hold anybody up. Some of them think they can get better terms now than in a year or two hence, but they will see that they are to be treated in the same way. There have, not long ago, been rentals fixed which will form a basis for future negotiations."

Mr. Fleming was of opinion that the railway company would use the property for three lines and close the street running from Station-street to the west to the lane between the custom house and the examining warehouse on the east. This would close Bay and Lorne streets below the new street and afford good shipping facilities for the warehouses to be erected on Front-street.

The commissioner was opposed to the acquisition by the company of all of the property to the Front-street line.

"If you want to know what effect it would have on the street," said Mr. Fleming, "look at Front-street west of Simcoe. The only ground upon which I would favor it would be that there should be erected on the property a new union depot."

Mayor Urquhart also took this position, but had not considered the question, as the board of control would not get into the matter until the next meeting, which would likely be less than the amount we have been receiving from the rental."

It is impossible as yet to say what the attitude of the city will be when the question is brought before the railway commission on Tuesday next. There has been apparently nothing done as yet to protect the city's interests, and the board of control will be compelled to act quickly in order to have the matter presented properly before the commission.

A number of prominent officials of the Lehigh Valley Railway are in the city on a tour of inspection. They arrived yesterday in their special car and will proceed to Detroit and St. Louis. They are C. S. Lee, general passenger agent; J. A. Middleton, second vice-president; T. N. Jarvis, freight traffic manager. Yesterday they inspected the company's handsome new office at No. 10 East King-street, which is in charge of Mr. Lewis, the local agent.

Local railway freight offices of both the Grand Trunk and C.P.R. have been advised by officials of the Lehigh Valley Line of steamers plying to points north of Teniskaming, that they are prepared to accept freight. As the district which embraces the thriving towns of New Liskeard and Hattbury, has no rail connections, traffic is almost wholly suspended during the winter, and the steamers should have a busy season between carrying freight supplies and lumber down. The Canadian Pacific has been also notified by Assistant Freight Traffic Manager F. W. Peters, at Winnipeg, of the opening of Rainy River navigation on the 15th inst.

A meeting of the Lake Ontario Navigation Company was held in the Queen's Hotel yesterday, at which suggestions were made for the improvement of its running organization. Judge Morsen and E. L. Jory, M.L.A., were in attendance. The meeting adjourned without any definite step having been decided on, and a further session will probably be the result.

William Evans, inspector of Dominion steamboat hulls, who yesterday returned from Sarnia, stated that the practical doubling of the grain rates

from Port Arthur would be of decided benefit to the grain-carrying vessels, and should considerably stimulate navigation for a while. He thought, however, that the high rates would be only temporary, they being due to the holding back of shipments, and that so soon as the movement became free a return to the normal standard would be the result. Speaking of navigation conditions at Sarnia, Mr. Evans said that the Huronic for her initial trip Tuesday had a cargo of 1800 tons. The Monarch had been caulked and overhauled and was being fitted up with a new smokestack, preparatory to an expected start this week for Fort William and Duluth. The United Empire was loaded for from Collingwood very shortly, and on her arrival would be loaded and sent up the lake. The boats mentioned are of the Northern Navigation Company's fleet.

James Stewart, Toronto, inspector of boilers, is now at Sarnia, and Edward McKee, Toronto, another inspector, is at Owen Sound, looking over the boilers of the vessels there. Mr. Evans said the Chelona was the first local boat slated for inspection. As soon as she arrives from Kingston she will undergo the test. The Coronation is slated for May 25, and the Chippewa's about June 1. The date for the Toronto of the R. & O. line is set for May 27, and the Kingston early in June.

Despite yesterday's cool weather, which made travel by boat rather unpleasant, there was a fair number of passengers brought in by both the Lakeside and Macassa, there being over 100 on each.

Navigation from Kingston to Ottawa via the Rideau Canal is impossible at present, owing to the prevalence of ice in several of the channels of lakes that make up the so-called canal. Last year the season opened on May 1, and this year it is not thought likely that it will really get under way before June 1. The Rideau King and Rideau Queen control the passenger traffic.

It has been suggested that the brick debris from the first fire on the island to the island to provide a guard for the sandbar.

Collingwood, May 11.—Arrived—Tug Severn, from Owen Sound, freight. Cleared—Steamer Pelissier, for Soo, light; Turret Crown for Soo, light.

Port Colborne, May 11.—Down—Schooner Taitor, Buffalo to Port Dalhousie, coal, 9.30 a.m. Nothing up. Arrived—Steamer Carter, coal.

Wind—South-west.

Kingston, May 11.—Arrivals—Tug Thomson, Charlotte, coal barges; schooner Acadia, Oswego, coal. Clearances—Tug Thomson, Charlotte, light barges; schooner Keenring, Smith's Falls, coal; tug Dauntless, Montreal, grain laden barges.

Port Dalhousie, May 11.—Up—Schooner Dunn, Toronto to Port Dalhousie, dry dock. Down—Steamer Ames, Detroit to Montreal, light.

Wind—West, light.

Port Stanley, May 11.—Capt. Dunn of the Dominion government whistles, the steamer Huronic to-day entered the harbor, being the first passenger boat to get under way in the harbor of the lakes. She has a cargo of 1500 tons.

UNACCOUNTABLE SHELLING.

Sydney, May 11.—Details have just been received from the British naval authorities of a serious conflict at Geathral Island between the government steamer Merit and the schooner, the acting admiral, on board, and a large number of canoes full of natives. The affair took place during the first week of March. Mr. Holburn came to the island to arrest the murders of the Rev. James Chalmers, who was killed by savages in April, and some natives coming on board were ordered to be arrested. They refused, and some arrows were fired from the canoes. The steamer thereupon opened fire. It is estimated that 80 natives were shot. An officer appealed to the admiral to stop the firing.

It is thought here that possibly there was some justification for Mr. Holburn's action, but it is regarded as peculiar that no report has been sent to the government of Australia.

Avoiding to one account, the natives did not offer serious provocation. It is pointed out that the murders of Mr. Chalmers were committed in 1901, when large numbers of dwellings were fired and about a score of savages killed. An inquiry into the whole matter is demanded.

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Ontario Appeals.

Ottawa, May 11.—It was announced in the supreme court to-day that the Ontario appeals would not be taken up before May 26.

FAULTS AMONG MINISTERS
ALSO AMONG CHURCH GOERSRev. Mr. Pidgeon Believes That
Societies and Organizations Are
Submerging the Church.

Yesterday morning the Presbyterian synod reassembled in Knox Church, the new moderator, Rev. J. A. McKee, presiding. The treasurer's statement of the synod fund showed receipts \$24 and expenditures \$330. Rev. W. R. McIntosh reported on the Young People's Societies. The total number was 166, a decrease of 6; 58 were Christian Endeavor societies and one a literary society. Toronto had 21 societies, an increase of 7.

"Uniformity is not good Christianity any more than good art," said the report. Rev. Mr. Potter, Peterboro, would establish Young Men's Guilds, and Rev. J. R. Robinson, Guelph, wished to support field secretaries.

Rev. J. B. Fraser, D.D., Assn. presented the report of the Sunday school committee. The adoption of improved methods of equipment and to further the efficiency of the schools was dwelt upon. Toronto has 36 schools, with 183 teachers and officers, and 15,221 scholars.

Wylie C. Clark presented the augmentation fund report. The receipts amounted to \$181, about \$180 increase. Only 220 congregations out of 930 support the fund, and 45 congregations had been assisted. Rev. Dr. Lyne spoke at some length on the administration of the fund, and the synod after hearing him passed a resolution in favor of raising the minimum of \$50 paid to weak congregations.

Ministerial Adaptability.

Rev. George Bruce, D.D., opened the afternoon discussion on "Ministerial Adaptability." In their call to the ministry they required the skill and tact of the fisherman with the devotion of the man. Paul's desire that he should by all means save or catch some was a literal application of the idea.

He would not place on the minister the study of the Bible and theological knowledge. Yet they had not the familiarity with and knowledge of the people to whom they preached which was necessary in order to reach their hearts.

Dr. Bruce referred to the work of the Salvation Army, with the submerged tenth. They used methods which he would rather do without, but he knew what it was to stand before the Lord and the very mouth of hell was open.

The greater part of a lawyer's work was not the study of law, but the study of the men he had to examine or address in the jury box. He asked if ministers studied and understood their charges, the lawyers would charge them. They used methods which he would rather do without, but he knew what it was to stand before the Lord and the very mouth of hell was open.

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Loss One Among the Many.

Rev. Alfred Gandier thought that none of them valued as they should the individual soul, individual cases being lost sight of in the mass of church work. They were satisfied with a large and successful congregation without getting the personal grip.

Dr. McTavish said that independently of all other things they must have a love for men. Naturally there were men he could not love, and would stand away from, and it was only by being possessed of the passion for men inspired by the love of Christ that they could come into touch with such needy ones. Belief in their message should take the place of literary study and attractiveness.

Rev. Mr. Clarke believed that when the children got away from the Sabbath school they were practically lost, and a supreme effort should be made to gain the children, and train them and hold them.

Rev. Mr. Acheson declared that many ladies were deeply interested in reaching the soul of a Hindu or a Chinaman who forgot the needs of souls at their own doors.

Should Retain Strength.

"The Epistles of Timothy" was the subject of Rev. George C. Pidgeon's paper. Paul wrote after his imprisonment to Timothy at Ephesus to strengthen him.

It was better to get ten men to work than to do ten men's work, and Mr. Pidgeon insisted on the use of the minister who built up a great congregation thru seventeen years' work, neglecting his studies and impoverishing himself mentally, and who was waited upon at the end of that time by a deputation asking for his resignation, as he was not a strong enough man for the pulpit he had erected. They

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should not leave the word of God to serve tables.

"To settle dress by rule was something which even Paul did not attempt," Generally speaking, he thought that ladies should not dress so as to attract attention or cause self-consciousness. He believed that one of the ways in which the church would grow in the future was by giving the elders a greater share in its work and government. The societies and organizations called into existence by Christianity were supplanting and submerging the church, and the church had made a great mistake in permitting the control of the church to pass into the hands of societies, schools and other institutions to slip away from her. People forgot that there was any connection between the church and the world.

Principal Caven defended the Pauline origin of the epistles, the evidence for which he considered complete. Church organization was treated here alone, and he claimed that the epistles of Paul were not the study of law, but the study of the men he had to examine or address in the jury box. He asked if ministers studied and understood their charges, the lawyers would charge them. They used methods which he would rather do without, but he knew what it was to stand before the Lord and the very mouth of hell was open.

Work in Home Missions.

Rev. Mr. Childerose read the report on home missions at the opening of the evening session. The great home mission field was in the west, but 177 mission fields lay within the bounds of their own synod. He was surprised that the home mission work made the progress it did under the circumstances. There were three classes of men to be reached in the northern districts. The railway builders, to the number of 1000; the ordinary railway operatives, reached from three chief centres, and the lumber men, numbering 20,000. The young men of Ontario were going in train-loads to the west, and the Catholics, following the railways, and these could not be reached.

Rev. Mr. Warder said they had 1400 preaching stations in the west. The sum of \$90,000 had been contributed by the 180,000 communicants of the Toronto Presbytery, which ought to be more, had given less, the 67,000 members contributing under 45 cents per head, while the greater part of the \$27,000 given came from one presbytery. Lack of system accounted for it. It nearly all depended upon the ministers. Dr. Warder instanced a congregation in which the minister strenuously advocated the cause to which he and his six elders only contributed one dollar. It was not right that missionaries should be asked to work for the amount that sufficed 15 years ago.

Principal Caven condemned the haphazard plan by which all effort was left to a single collection in the year. A committee, consisting of Rev. Drs.

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