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# The Toronto World.

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28 King-Street West. Branch—152 Yonge-Street

TWELFTH YEAR. WEDNESDAY MORNING MAY 27, 1891. ONE CENT

## BIDS FOR ELDORADO.

### Two Big Syndicates are in the Field.

### AGGREGATION OF CITY CAPITALISTS.

### George Kiely Combines with a Foreign Syndicate.

**One of the Tenderers Thinks the Franchise is Not Such a Gold Mine as it Used to be—The Changed Working Hours Means a Loss of $60,000 a Year—The Earnings of Monday were Nevertheless $4500.**

Four tenders were in before noon yesterday, when the time for receiving tenders for the street car franchise closed. The committee will probably be called together for today, when the tenders will be opened. The World, however, feeling that its readers would be anxious to know all about it, did not care to await the official disclosure, and as a result of hustling is able to lay a lot of interesting matter before its readers to-day.

In the first place it may be stated, by way of clearing the ground, that the Howland syndicate have retired from the field. They are not in it.

Then there was great doubt and mystery yesterday in regard to the movements of Mr. George Kiely. The other tenderers were very anxious to ascertain where Mr. Kiely stood, but they had no assurance whatever. Towards the end of the day, however, they had made up their minds that Mr. Kiely had organized himself into a syndicate of one and put in a tender all by himself.

**George Kiely's Plunge.**

Not so, however. He has been working quietly all along, rather doing nothing. But the minute he got the Street Car Company's check for $400,000 odd as his share of the award and the $300,000 of bonds bearing interest at 6 per cent. (the two amounts netting, if put on the market, a million of cold cash) he displayed a sudden activity. He got into relations with Mr. Everitt, who had converted a one-horse road in Cleveland into a fine electric car line, and the two began figuring at a great rate. Monday night they decided that the franchise was worth a big sum, an enormous sum, and they decided to make a great break; then they got up yesterday morning and raised it by several bits, went to their solicitors and got the blank tenders that they had ordered to be drawn up, retired into a corner where no one could see them, again raised the figures and filled them in and then bied down to the City Hall and put in their sealed envelopes. It is alleged that they put in three different offers, any one of which will take the citizens' breath away when they become possessed of them. One of his friends said yesterday: "I never knew George was a plunger till to-day."

This combination is called the Cleveland syndicate. One of its members is Mr. Woolworth of Rochester, who some time ago got a similar limited franchise in that city changed into a perpetual one and then had the felicity to sell out for four million dollars.

Mr. Everitt, it will be remembered, was one of the city's witnesses in the arbitration and afterwards was called in to adjudicate on the respective merits of the offers made when tenders were first called for. His action in becoming himself a tenderer reminds onlookers of the course adopted by Architect Waite, who, when called upon to decide on the respective merits of a number of architects' plans for the provincial building, decided that he could do the job best himself.

**But Here is a Big One.**

But the biggest syndicate is the local one which is called the Kerr-Brock Syndicate. Just listen to this roster of capitalists: Alexander Manning, George A. Cox, Hugh Ryan, W. R. Brock, H. P. Dwight, Sir Richard Cartwright, John A. Taylor, J. K. Kerr and S. H. Janes.

This is a Simon Pure local company with no foreign admixture to it.

Mr. Kerr was seen by The World with respect to the offer of this powerful aggregation of gold bugs. He said it would not be fair to say what the offer of the syndicate was, although there was nothing to conceal. However, it would be but courteous to the committee to await the opening of the tenders.

"In this morning's World," said Mr. Kerr, "you speak of the street car Eldorado, but you must remember that matters have entirely changed. The hours of the men have been reduced, a move which I heartily endorse. Nevertheless, it will reduce the net earnings by $60,000 a year. Then there is the eight for a quarter tickets. This will make the company carry a large proportion of passengers at actual loss. It has been proved conclusively that it costs over 8 cents on the average to carry a passenger on a street railway whether run by electricity or horse power. Indeed there is a popular misconception on this point. The electric system is the speediest, and altogether the best, but statistics show that the average cost of carrying a passenger by it is a shade higher than by the horse cars.

"Reverting to your expression about an Eldorado you must not forget that in changing from the present system to electricity you wipe out property for which the city has paid a million dollars."

**Mr. Smith's Big Four Days' Work.**

Senator Smith is reported to have said that the four days' work subsequent to May 16 was the biggest four days' work he had ever done. This is in allusion to the fact that the city at the end of that time agreed to take up the burden of $600,000 in debentures at 6 per cent. per annum, running for 20 years, and which are held conjointly by Senator Smith and George Kiely. It has been figured out by amateur actuaries that the difference between 4 per cent., at which rate the city can readily borrow money, and the 6 per cent. which will have to be paid to these two gentlemen amounts in 20 years to $182,000. Mr. Smith may well, therefore, congratulate himself and say it was the biggest four days' work he ever did, and he has doubtless put in some lively financial quartets in his time, too.

**Dimensions of the Bonanza.**

Mr. Kerr pointed out yesterday to The World that after all, big as the receipts for six days appeared, it was very easy to see that there was at least no increase in the receipts. The week was one that should be one of the biggest of the year for street car receipts. The weather was favorable for outing; there was a big race meeting, and yet if you were to take it for granted that every week in the year would be equal to it you would not more than exceed the receipts of last year. So Mr. Kerr concludes that the receipts have reached high tide.

However, it might be well to remark right here that the receipts for Monday were **Four Thousand Four Hundred and Three Dollars,**

not to mention the 51 cents. Is it likely that the receipts have reached high tide? Just look at the record of past years:

| | Net Receipts. | Gross Receipts. |
|---|---|---|
| 1884 | $100,959.34 | $287,109.54 |
| 1885 | 123,580.79 | 344,881.47 |
| 1886 | 137,117.13 | 401,332.34 |
| 1887 | 171,552.89 | 481,391.53 |
| 1888 | 170,151.63 | 577,853.45 |
| 1889 | 204,071.28 | 659,140.99 |
| 1890 | 242,983.42 | 740,129.80 |

Thus in seven years the net revenue more than doubled and the gross receipts a good deal more than doubled.

Of course the increased cost of labor has to be deducted from the net earnings, but even reckoning it at $60,000 there would still be a good margin left. The World was not outside the mark in describing it as an Eldorado.

**The Third Tender.**

There is a tender which is not taken as serious, by a Mr. Marmaduke of Washington, Indiana. Mr. Marmaduke tendered on the last occasion, but his tender was not accompanied by the bond that would tie him down to a carrying out of his contract.

**Not the Keeley, the Kelsey Motor.**

This letter was read in council last night and referred to the Street Railway Committee:

*Mayor of Toronto:* I beg to inform Your Worship that a motive power has just been invented in your own city that if applied to your street car system would effect a saving of $20,000 per year over any power in operation to-day.

As I am the only contracting party with the inventor, and both of us being ratepayers in the city, we deem it our duty to make the matter known to Your Worship before any action is taken in respect to re-letting the franchise.

This power will be placed in the market in a few weeks and be known as Kelsey's new motive power. I remain your humble servant,

JOHN THOMPSON,
892 Queen-street west, Toronto.

I hereby fully endorse the above statement, the same being true in every particular.

JOHN KELSEY, Inventor.

## MUNICIPAL BOARD OF CHARITIES.

**Prof. Smith Proposes to Deal Intelligently with Almsgiving—Members to be Appointed not Elected.**

The Conference of Associated Charities met yesterday afternoon. Prof. Goldwin Smith, the president, in his address said that the last season was one of more than ordinary distress for different reasons. Among the normal causes of distress whenever the subject was mentioned at meetings of the conference, an evil preeminence was assigned to drink, especially by ladies. He could not help suspecting that the case was over-stated, that the effect or the concentrated was sometimes mistaken for the cause. If you believe temperance speakers deaths from alcoholic causes are frightfully numerous, but if you believe the mortuary returns there are very few. Had this agitation commenced 40 or 50 years ago it would have been perfectly intelligible, but it commences just when, thanks to the spontaneous agencies of improvement, religious, moral or educational, and above all as I think to the growing influence of medical science, Canadians, native Canadians at least, have become a temperate people. Mr. Smith's remedy is not prohibition by legislation, but the introduction into the countries where heavy drinking prevails, of the taste for light wines and the habit of open air drinking. Whisky seems to be the real fiend, the cup that corrodes. You may wish to abolish the beer garden, but you cannot think it so pernicious as the whisky bar. Speaking of the supposed increase of juvenile crime Mr. Smith said that the increase was not so much of the number of juvenile offences as of the number of juvenile arrests corresponding with the growth of the city. Neither the House of Industry nor the national societies have had of late to deal with many cases of distress arising from unsuitable immigration.

Mr. Smith said that for the future it was not likely he would be able to stay in Toronto during the season of charitable operations and therefore occupied the chair for the last time. In retiring he propounded a scheme for coping more effectually than now with distress. Transmute the Board of the House of Industry into a Municipal Board of Charities, adding to it a certain number of ladies to represent the present functions of the Ladies' Relief Society. Invest this board with the requisite authority and make it responsible to the same extent. Place all public charity under its jurisdiction, altering the character of the House of Industry, if necessary, so as to place it under the board. Compel the board of those who can give their time to the work, guarding against anything which can give it a sectarian hue. Provide it with a competent staff of officers for visitation, for inspection, for keeping records, for giving information about characters and cases, for the suppression of mendicity, for the prosecution of imposture, and for all purposes for which such officers are required. Its members should be appointed by the Mayor or by some responsible authority, not elected by popular suffrage. The present House of Industry is not large enough to meet demands upon it. Mr. Smith advised taking the institution out of town rather than enlarging it on the present site.

The question whether churches are good organs of charity was often mooted at the conference. That they are not seems to be the general opinion of those who look at the question in the interest of charity alone. Relief given under the impulse of religious sentiment is apt to be profuse. Religious benevolence may say that if one soul out of 10 is saved, the waste of money on the other nine matters little. But assuming that the soul is saved, and does not only profess to be saved, is it lawful and right to weaken in the other nine the loyalty to labor on which not only their material well-being, but their moral health must depend? Cases there are no doubt in which special privacy and delicacy are required and with which the church may most fitly deal; but as a rule the opinion of the best judges seems decidedly to be that churches are not good organs of charity. It is difficult to speak on this subject without some danger of misconstruction, but he was sure they would not think that he disparaged the ministrations of the clergy in the spiritual sphere.

A resolution was passed thanking Mr. Smith for his interest in the meetings and his generous gifts of money.

The ladies were appointed a committee to meet with a deputation from the Board of Industry, with a view of organizing a plan of relief for next winter: Mesdames Beard, Richardson, Morrison, Gregg and Shortiss.

**A Model Printing Plant.**

[From North Ender, May 23, 1891.]

Some time ago we decided to purchase a new printing outfit that we might be able to print our various publications, including the NORTH-ENDER, WEST-ENDER, EAST-ENDER and EAST-END ECHO, as well as a jobbing plant for printing fine commercial book and job work. After making enquiries in Canada and the United States, we decided to purchase from the Toronto branch of Messrs. Miller & Richard, the great Scotch type founders of Edinburgh, and we think our readers will agree with us that the handsome appearance our various publications present justified us in our choice. The type is symmetrical, clear cut in face and finish, and from our past experience with it we know it to be about twice as durable as any other. Our purchase also included a C. B. Cottrell & Co.'s patent improved air spring cylinder press with a speed of nearly 1800 copies per hour, which gives us splendid satisfaction; also a Westman & Baker paper cutter and improved Gordon job presses, all purchased through R. L. Patterson, the popular manager for Messrs. Miller & Richard in the Dominion. We cordially invite our readers to call and inspect our printing office, and also to show their appreciation of our enterprise by sending us their job work, which we guarantee to do as cheaply and well as any other office in the city.

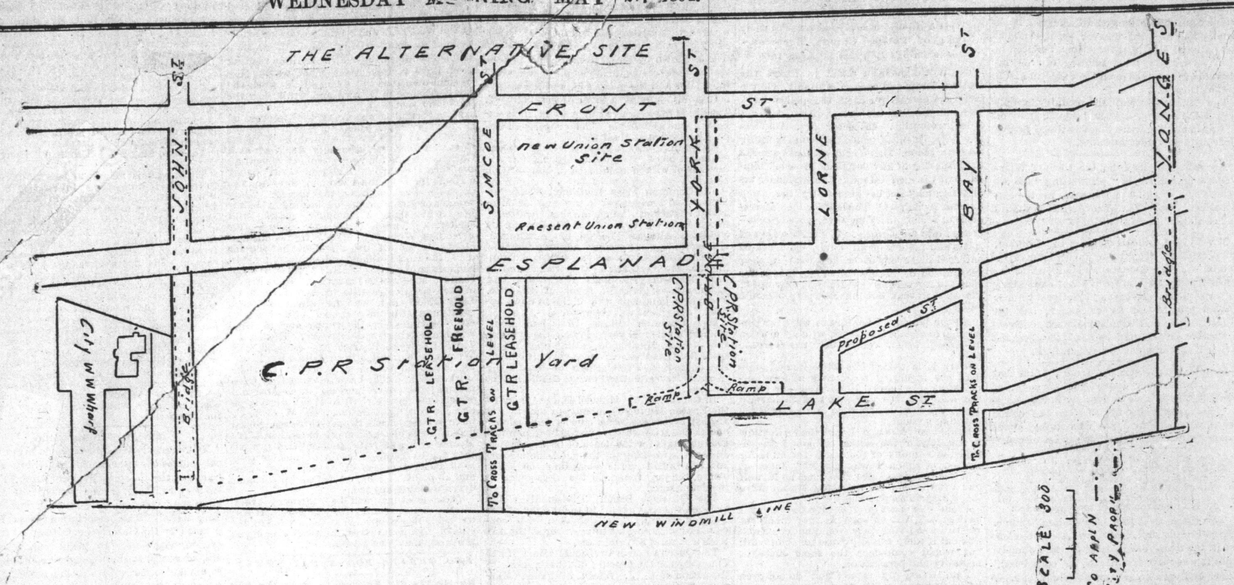
**Fell From a 3-Story Window.**

ST. CATHARINES, May 26.—At 12.30 to-day a girl named McInerney, employed at the Welland House, while engaged in cleaning windows, fell from the third story of the building. Dr. McMahon was called and found a compound fracture of one leg and injuries to her back. The fall was fully 35 to 40 feet and her escape from instant death was marvelous.

**Rev. Robert McIntyre, D.D., "the Silver-Tongued Orator of the West," Association Hall, Yonge-street, Thursday evening, 28th inst. Tickets at Gourlay, Winter & Leeming's.**

The very pick of residential lots, Devonshire place, Queen's Park. Plans and terms from Mr. Stimson, York Chambers.

Devonshire-place is the new street running through cricket field, Queen's Park, parallel with St. George-street. Plans of lots and terms from Mr. Stimson, York Chambers.




## DECORATED WITH THE CROSS.

**The Young Scotch Officer Who Beat Four Thousand Manipuris with a Force of Ninety Men.**

CALCUTTA, May 26.—Lieut. Grant, who showed such skill and bravery in defeating an intrenched position near Thobal, with 50 Sepoys and 40 Ghoorkas, against almost the entire Manipuri army, has been decorated with the Victoria Cross, and has been promoted to the rank of major.

Lieut. Grant is a relative of the Grants of Grant, in the Highlands of Scotland, who raised the Black Watch. His father is Lieut.-General D. S. S. St. J. Grant. The chance that came to the young lieutenant, for he is only 30 years of age, and the way he rose to it, became a brilliant spot in the gloomy tale of treachery, butchery and blundering of the Manipuri massacre. Lieut. Grant held Fort Thobal for three days, and then repulsed the Manipuri again at Alongtaing in a fight that lasted three long hot hours, during which the Manipuri prince and his two commanders were killed, and the Manipuri were driven off into the jungle by Lieut. Grant's men of the Second Burmahs.

*AT THE BAR OF THE COMMONS.*

**The Newfoundland Delegates Ask the Privilege of Being Heard.**

LONDON, May 26.—Alexander Staveley Hill, M.P. for Staffordshire, in the House of Commons to-day presented a petition from the Newfoundland Legislature praying that one of the Newfoundland delegates now in this country may be heard at the bar of the House of Commons in protest against the passage of the Knutsford bill which is to come up again Thursday.

Mr. Hill gave notice that he would on the second reading of the Newfoundland bill move that the Newfoundland delegate be heard at the bar of the House.

**A Proposal to the Delegates.**

LONDON, May 26.—The Government has made a private proposal to the Newfoundland delegates which will obviate the passing of the Knutsford bill. The delegates are now considering the proposal.

*ONLY A DUKE'S DAUGHTER.*

**The Fife Baby Not to Rank as a Princess of the Blood Royal.**

LONDON, May 26.—The Queen has decided that the Duke of Fife's daughter, the recently born granddaughter of the Prince of Wales, is to have only the rank and title to which she is entitled as the daughter of a duke. The Queen came to this decision in spite of the fact that the legal advisers of the crown concurred in the opinion that the Prince of Wales' granddaughter should rank as a princess of the blood royal. The Queen's decision is final.

**Historian Fyffe Committed for Trial.**

LONDON, May 26.—C. E. F. Fyffe, the historian, was again charged at Croydon Police Court to-day with indecent assault upon a lad. It will be remembered that he was so overwhelmed with the charge brought against him that he attempted suicide by cutting his throat. Fyffe was brought to court to-day in an ambulance. Many prominent people were present during his examination. He was committed for trial.

**Cannot Even Observe Their Sabbath.**

ST. PETERSBURG, May 26.—M. de Pobledonostzeff, chief of the Holy Synod, has submitted to the council of the empire an ordinance forbidding Hebrews to observe the Hebrew Sabbath by closing their business places or by refraining from work, and compelling the Hebrews instead to close their places of business Sundays and upon other days which are observed by the orthodox Greek church.

**Forced to Return.**

BERLIN, May 26.—The military at Spandau have just forced 150 penniless Russian emigrants, who were journeying to the coast with the intention of embarking for Brazil, to return to Russia.

**Blue Jackets Take Possession.**

CAPETOWN, May 26.—It is rumored here that H.M.S. Magicienne, Capt. J. P. Ripon, which vessel on May 23 was announced to have arrived at Beira, Mashonaland, a Portuguese settlement in South Africa, in company with the British gunboat Pigeon, has landed a force of marines and blue jackets and has occupied the port on behalf of the British Government.

**Kitty is Free Now.**

LONDON, May 26.—The decree of divorce obtained by Captain O'Shea from his wife, Mrs. Kitty O'Shea, on account of alleged adultery with Mr. Parnell was to-day made absolute.

**Mothers! Read This.**

"Dyer's Improved Food for Infants is the best food I ever used for my babies." Price 25 cents. Druggists keep it. W. A. Dyer & Co., Montreal.

**Escaped from Jail.**

OTTAWA, May 26.—Two prisoners named Edward Johnson, aged 40, waiting trial for embezzlement, and James McGinnis, aged 28, charged with a criminal assault at Aylmer, Que., yesterday climbed over the corner wall in the jail yard and escaped.

**In Prison Cells.**

Ann Rowse of 377 Yonge-street was arrested yesterday on a warrant, charged with using threatening language towards Sarah Cuthbert.

James Noble of Toronto Junction was arrested last night on a charge of stealing a roll of ribbon from 404 Queen-street west.

A young man named John Kelly of 21 St. Paul's-street was a prisoner at Wilton-avenue police station, charged with having committed an aggravated assault upon his father.

The University pays all local improvements in Devonshire-place and Hoskin-avenue, Queen's Park. Best lots in city. Mr. Stimson York Chambers, for plans and terms.

*A BULLET IN HIS NECK.*

**An Obstreperous Lodger Shot by His Landlady's Son.**

NIAGARA FALLS, Ont., May 26.—Cameron Bowen, 19 years of age, came home last night about 11 o'clock and found his mother, Emily Bowen, aged 45, and a lodger by the name of William Harris both drunk. Young Bowen ordered Harris to leave the house. He refused and abused young Bowen, who drew a small revolver and fired two shots in rapid succession at Harris. The first grazed the skin on the back part of the neck, the second took effect, entering the flesh about half an inch above the nape of the neck, passing out, inflicting only a flesh wound. Young Bowen then left the house and handed himself over to the Ontario police.

*SCHOOL ASSESSMENTS.*

**Two Topics of Disagreement Crop up in Council.**

The serious illness of the youngest daughter of Mayor Clarke prevented his taking his seat as presiding officer in last night's meeting of council. Chairman Saunders of the Executive acted as President of the Council. Mayor Ogilvie of Kingston, Jamaica, was introduced and accorded a seat on the floor of the chamber. Ald. Foster's notice of motion that a two-horse car run every fifteen minutes from the Don Bridge to the western terminus was referred to the Street Railway Committee. There was a wrangle of half an hour over the recommendation of the Local Board of Health, that the costs in the case of Forsyth vs. Canniff, $500, a legacy from last year, be paid by the city. Ald. Park and MacMath were opposed to its being a charge on the civic purse, but were voted down. Mr. J. J. Foy, Q.C., solicitor for the Separate School Board, was permitted to address the council in favor of having the following clause in the Executive's report referred back:

Now that the Toronto Street Railway Company's property has become the property of the city of Toronto (the assessments of which are entered on the rolls of the separate schools) it is only right that the same should be transferred to the public schools from the date of the taking over of the said property, viz., May 16 last. The total assessment of the said property of the Toronto Street Railway Company amounts to $338,212 for the year 1891; seven and one-half months of this amount, to $211,383, which said amount, if the council sees fit, should be credited to the Public School Board. By deducting this latter amount from that allowed the Separate School Board, viz., $810,882, the net total in favor of the separate schools is $599,499.

He argued that no notice of the proposed transfer had been sent to the S.S. Board, and in common fairness opportunity should have been given to the S.S. Board Solicitor to argue the matter out before the Executive Committee. He suggested that the Public School Board Solicitor, the City Solicitor, and himself be allowed to address the Executive on the question. The president of the council pledged his word that the passage of the clause would not jeopardize the position of the S.S. Board, and on that understanding the item went through. Ald. Bell during the discussion said he proposed to attack this clause in the matter of S.S. assessment when the proper time arrived.

The accompanying lists have been checked, as will be seen in the annexed statement; the amount claimed by the Separate School Board totals $1,405,072. Of this $594,190 have been allowed, leaving a balance of $810,882 in favor of said board. This large balance is accounted for by the change in the Public and Separate Schools Acts, by which all Roman Catholics are required to register as Separate School supporters. Our assessors in making the 1891 assessment found many such who had not registered, and consequently entered them as Public School supporters. Since then they have registered, hence the additional assessment claimed by the Separate School Board.

There was a little flurry over certain sewers being done by day labor, Ald. Hill again bringing up his objections to the system. Ald. Shaw, Board of Works chairman, however, carried the clauses through. Ald. Gowanlock charged that day labor men in King-street west idled hour after hour of their time because the blocks they were laying were dilatory in arrival. Ald. Shaw pinned him to a statement in writing, and the allegation is to be investigated.

**Deroche Discharged.**

CORNWALL, May 26.—Norman Derouchie, who was arrested May 18 on a charge of being implicated in the robbing of the grave of the late P. Purcell, appeared for trial this morning and was discharged.

**"Fun on the Farm, or Old Times in the West," Rev. Robert McIntyre, D.D., of Chicago, Association Hall, Thursday evening, 28th inst. Tickets at Gourlay, Winter & Leeming's.**

There is nothing in the market to equal that Halifax tweed suit which White is showing at only $6.75. It seems like a fable to see the value. Shirts to order. 65 King-street west.

**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. Sundays leaves Toronto at 12.30 p.m., connecting with through car at Hamilton.

**To the Trade.**

We respectfully request dealers to forward their orders for our latest and best brand of cigarets (Hyde Park), with as little delay as possible in order to ensure prompt attention to same. D. Ritchie & Co., Montreal. 36

**Electric Wirelets.**

Newfoundland is wrestling with the grip.

It is claimed that Mexican citizens are quietly giving aid to the Chilian insurgents.

While fincovering an old well at Centralia, Wash., yesterday, three laborers were overcome by foul air and suffocated.

Satisfactory experiments have been conducted in the University of Illinois on the bacillus of la grippe.

**"Sparkling with wit and humor" is the verdict of those who have heard Dr. McIntyre's lecture, "Fun on the Farm, or Old Times in the West."**

Elegant neckwear. You will find the largest range of fine neckwear, best English make, on show at Treble's, 53 King-street west.

*SEIZED CANADA CATTLE.*

**Many Toronto Shippers Who are Interested in the Matter.**

MONTREAL, May 26.—No further tidings have been received here regarding the seizure of the Lake Huron's cattle at Liverpool and cattle exporters are anxiously waiting details. It seems that 300 head of cattle by the Mongolian, which arrived at Liverpool yesterday, were also seized. The following are the shippers interested: Aikens & Flanagan, E. Watson, J. Elliott, T. Crawford and M. Goldsmith. The shippers on the Mongolian were: J. Dunn, Gordon, R. Ivison, Aikens & Flanagan, W. Wells and Gorman. About 576 head are cattle from Manitoba. Dr. McEachran, the Government Inspector, ridicules the idea that there is any pleuro pneumonia in Canada and that the cattle are infected with the dread disease.

The deputation representing the steamship agents and cattle shippers will go to Ottawa to-morrow to urge the Government to interfere with the imperial authorities to prevent the proposed legislation prohibiting the carrying of cattle on the spar decks of steamers.

**Several Canadian Fires.**

NORWICH, May 26.—Early this morning the agricultural buildings at the fair grounds were destroyed by fire. Cause of fire unknown. Insurance $400. Loss about $1200.

**Fire at Simcoe.**

SIMCOE, May 26.—The Williamson Block, Norfolk-street, occupied by Charles Marlatt, grocer, and by William Johnson as a billiard saloon, was destroyed by fire this morning. The building was owned by B. Cammell and was insured for $3000. Marlatt had $2000 insurance. The fire originated from a lamp in the billiard hall.

**At Winnipeg.**

WINNIPEG, May, 26.—A boy playing with firecrackers set Finkelstein's tenament building on Hudson Bay Flats on fire this afternoon and rendered eight families, chiefly Icelanders, homeless. The loss on building about $1000, insured.

Robert Scott was arrested last night for setting fire to his brother's livery stables here, fortunately the flames were discovered before any damage was done.

**Local Jottings.**

The old staff of tax collectors were reappointed for 1891 by the council last night, their combined salaries totaling $11,426. There were a few slight increases.

The council has declared a civic half holiday for June 2 in order that the anniversary of the Battle of Ridgeway may be duly celebrated.

The council last night determined to take steps to protect the water conduit from injury, while the Doty Ferry Company are extending their docks at Hanlan's Point.

Mr. John Allison, late of the Grand Central Hotel, St. Catharines, was in the city yesterday. He is now proprietor of the Detroit Exchange in Windsor, one of the completest hostelries in Western Canada.

Thomas Tait, general superintendent of the C.P.R., will be examined before the Coroner's jury this week touching the accident to Ald. Bell during the discussion said he proposed to attack this clause in the matter of S.S. assessment when the proper time arrived.

Ald. Hallam was too unwell last night to attend the council meeting. Ald. Bell telegraphed from Montreal that he was loading a cattle boat there and that was the cause of his absence.

Worthington & Co., the New York book publishers, have just issued from the press two most readable books, viz., "One of Cleopatra's Nights" and "Her Playthings, Men." The Rose series has quite a big sale in Canada.

The Veterans' Association of 1866 has invited the Mayor and City Council to be present at the occasion of its celebration of the 25th anniversary of the Fenian Raid, to be held in the Queen's Park on June 2. They will be there.

The Mayor yesterday received a communication from the Department of Agriculture, Ottawa, to the effect that the Minister had the enlargement of the Western Cattle Market under consideration and would communicate his decision at an early date.

In reply to Ald. Pape's question as to the legal position of the city in the matter of the opening of Sauter, Strange and McGee-streets the City Solicitor states that it would be inadvisable for the city to go on with the work, as the matter was still in the courts. The city has obtained a victory in the Divisional Court, but Mr. George Gooderham is appealing to the Court of Appeal.

There were three fires yesterday. The first and most important was at 3.30 a.m. It was in Montgomery, Woods & Co.'s Belting Works, 125-127 Bay-street. Damage $1000, fully covered by insurance. An incipient fire at 86 Northcote-avenue gave the brigade its second run at 12.45 p.m. A hot "goose" left standing on a coat in J. G. Follett's tailor shop, 188 Yonge-street, was the cause of the third alarm at 7.55 p.m. The only damage done was to the coat.

Nearly one-half of the lots in Devonshire-place, Queen's Park, have been sold already. Terms and plans at Mr. Stimson's office, York Chambers.

**A Great Desideratum.**

Dyer's Improved Food for Infants, made from pure pearl barley and sold at 25 cents a package, fills a long-felt want. Endorsed by leading physicians. Druggists keep it. W. A. Dyer & Co., Montreal.

**Struck by the Pilot.**

ST. CATHARINES, May 26.—R. Hunniford and his brother-in-law, Joseph Fleming of Toronto, were crossing the track of the N.C.R. at the gravel pit, when Fleming was struck with the cow-catcher of a train and thrown about ten feet off the track. Miraculous to state, he escaped with some severe injuries to his back.

**If you wish a comfortable seat at Dr. McIntyre's lecture in Association Hall Thursday evening get reserved seat ticket at Gourlay, Winter & Leeming's, 188 Yonge-street.**

**It Was "La Toscana."**

"La Toscana" is with us. We meet "La Toscana" everywhere. At the clubs, the hotels, in the billiard hall and always in the best society. Who is "La Toscana"? Pay fifteen cents and you have your answer—in smoke. Tasse, Wood & Co. have the honor of introducing "La Toscana," the finest fifteen cent or two for a quarter cigar that was ever lighted. 635

Asphalt pavements, boulevards, sewers, walks trees, all go free with the lots in Devonshire-place, Queen's Park. Plans and terms from Mr. Stimson, York Chambers.

## TRAIN ROBBERS FOILED.

**A Gang Board a South Shore Train Between Bangor, Me., and St. John, N.B.**

ST. JOHN, N.B., May 26.—There are four bullet holes in the postal car of the mail and passenger train which arrived here from Bangor at 5 o'clock this morning, and a story of a daring attempt to rob the mail is told by the officials. The train was running out from Enfield, 25 miles east of Bangor, Me., when three men jumped aboard. It was then 8.30 in the evening and it was impossible to tell whether they were masked or not. Shortly after the bell cord was pulled, which signalled the engineer to stop the train. The engineer obeyed the signal and firing was heard in the vicinity of the postal car. Both the engineer and firemen were in a moment covered by a rifle in the hands of a man standing on the platform of the baggage car, while two comrades of the train robbers tried to force an entrance into the postal car. In this apartment were the unarmed clerks, Messrs. Woodbury and Hickley and the United States officials, and the robbers finding it impossible to get in owing to the large quantity of mail piled up against the door fired through the car. Fortunately no one was injured and the men jumped off the train and dashed into the woods.

*SHOT HIS ASSAILANT.*

**An Ex-Convict Tackles the Wrong Man and Will Lose an Arm.**

WINDSOR, May 26.—About a year ago James Pillon, of McGregor got drunk and assaulted a neighbor, John Donnelly, with a loaded whipstock. He was sent to the Central Prison for six months. One of the witnesses against him at the trial was Michael Connolly, station agent at McGregor. Yesterday Pillon meeting Connolly charged him with sending him to Toronto. Hot words followed which ended in Pillon attacking Connolly with a club. Connolly was getting the worst of the deal when someone else pulled his revolver and shot Pillon, the charge taking effect in his right forearm. It is thought he will lose the arm. Connolly was not arrested, nor is it likely he will be.

*A PLUMBER'S FATAL PLUNGE.*

**A Hamilton Man Killed While at Work Yesterday.**

HAMILTON, May 26.—A terrible and fatal accident occurred at the West-avenue school this morning. John Silk, a plumber, and his assistant, Thomas Conklin, were at work repairing the bell. The belfry is at the front of the building over the main entrance. Silk was working at the bell and missed his hold and fell backwards. He alighted on his head and shoulders on the grass, falling a distance of 35 or 40 feet. His head was crushed in and his skull fractured. A large pool of blood marked the spot where he fell. The ambulance was sent for, and the wounded man was conveyed to the hospital, but he died in ten minutes. Silk was a married man about 25 years old.

**Grand Lodge True Blues.**

LONDON, May 26.—The Grand Lodge of the Loyal True Blues' Association, B.N.A., met this morning in the Orange Hall, this city. Grand Master T. R. Newman of Toronto presided and Deputy Grand Master George E. Hill occupied the deputy chair.

Secretary Ingram and a large number of delegates from Western Ontario were in attendance. After various standing committees were appointed Mayor Taylor read an address of welcome.

The Grand Master in his address referred to the prosperity of the order and his unsuccessful efforts to bring about an alliance with the ladies' L.O.A.

**Ate Wild Parsnip.**

WINDSOR, May 26.—Mudger Lejeunesse of the Tibury North and Rochester town line a short time ago, while ditching, overturned a wild parsnip root. A short time afterward a 6-year-old son of his ate part of the root and two hours afterward died in great agony.

**Just a Moment and We Will Tell You How to Save Money Traveling to New York.**

Something every person is looking for is cheap rates, comfort, quick time and via a first-class road. We are pleased to say the Erie Railway is the best and most picturesque route to New York, and they have given the Canadians the finest service they ever had. You can leave Geddes' wharf at 3.40 p.m. daily except Sunday via the staunch steamer Empress of India, connecting with the Erie Railway solid train at Port Dalhousie, arriving in New York early next morning—costing only the small sum of $8.40. Toronto to New York; round trip, $16.80. You can also leave via G.T.R. at 1.10 p.m., 4.35 p.m. and 11 p.m. On the 4.55 p.m. train the Erie is the only line running a vestibule Pullman sleeper Toronto to New York; magnificent dining cars attached to all trains for meals. For tickets and full information apply to agents Empress of India and Grand Trunk. S. J. Sharp, 19 Wellington-street east, Toronto.

**Wanted**

Cash buyers to purchase the New Raymond, the only Canadian sewing machine, with carved woodwork. Every machine warranted by the Raymond Company. Can be purchased at 156 Queen east or 604 Queen west. All kinds of sewing machines repaired promptly. 36

**Lot of Cheap Cooking Stoves for summer use. Wheeler & Bain, King-street east.**

**Death Arrested the Constable.**

ST. JOHN, N.B., May 26.—Miles Hancock, a constable, dropped dead at Old Fort Carleton this morning. He was conversing when he fell.

**Catarrh—Hay Fever—Catarrhal Deafness**

A New Home Treatment has been discovered whereby the worst cases are permanently cured by a few simple applications made forlnightly by the patient at home. Send stamp for circular. J. G. Dixon & Co., 345 West King-street, Toronto.

**How to assist digestion—Use Adams' Tutti Frutti before or after meals. Sold by all druggists and confectioners.**

*COMING TO AN AGREEMENT.*

**The City and the Railway Companies are Getting Closer.**

Vice-President Shaughnessy of the C.P.R. and Solicitor Clark were in town yesterday, and along with Mr. R. M. Wells had a conference in Mr. Nicol Kingsmill's office with members of the Esplanade Committee. The conference was private, but it is understood that the three parties to the agreement have come almost to the point of an understanding on the lines exclusively published in The World of Monday. To make the position clear to our readers of what is certain to be the final settlement we publish a good map of the main portion of the ground this morning.

The plan is a faithful representation of the alternative site as at first proposed by City Engineer Jennings. It will be seen by reference to it that Esplanade-street was to be carried as far west as Brock-street. Under the tripartite arrangement it is to be closed at the line of York-street. Then Simcoe-street was to be kept open to the new windmill line. Now this is to be closed at a point north of the new Union Station, but in order to give it a proper outlet at the point where it is cut off from the water front a 66 foot wide street is to be constructed, immediately north of the new Union Station, and running easterly to York-street from Simcoe-street. Then the C.P.R., instead of adopting the idea of the plan of building its station at the foot of York-street, swings into line with the Grand Trunk and consents to aid in the erection of a proper Union Station on the site of the present one. Its original site for a station, as per plan, will be utilized for yard room. Another important change contained in the tripartite arrangement is with reference to the York-street bridge. According to the plan, as originally prepared, the bridge was to absorb half of York-street. Now, however, the present street will not be interfered with, and the structure is to be placed on land ceded to the city by the C.P.R. and G.T.R. immediately east of York-street with corresponding ramps, etc. Lastly, there is to be no Yonge-street bridge, but it is to remain a level crossing. These are the salient features of the tripartite agreement, which differ from the original alternative site. The financial aspect is another feature. The ratepayers are to be asked to vote $500,000 in connection with the negotiations. Of this sum $80,000 is to be paid to the G.T.R. for the three lots marked on the plan south of Esplanade-street and just east and west of Simcoe-street. The C.P.R. is to get $95,000 to recoup it for its outlay in filling in the water lots between Yonge and Lorne-streets and the balance will be used by the city in dealing with private property-owners whose interests may be affected by the adoption of the alternative site. If the tripartite agreement is adopted, which of course depends on the passage of the bylaw of $300,000, it means in the judgment of gentlemen who have been in the city all winter, possession of the water front (between Yonge and Lorne-streets), which will be valued in the future at from $300,000 to $500,000.

*ANOTHER REFERENCE.*

**The Ashbridge's Bay Reclamation Receives Another Setback.**

Ashbridge's Bay reclamation scheme was the subject of a discussion in the Executive at its yesterday's meeting. A Mr. Henry from the East End protested against any further delay in purifying the dirty waters.

"Do you know, Mr. Chairman," said he, "that my family and myself are ill from the effluvia small."

"You have our deepest sympathy," replied the chairman, "but we must proceed regularly."

The discussion went to show that the great stumbling block was the City Engineer, who, according to some of the aldermen, was not particularly enthusiastic in the matter. Ald. Jolliffe charged that the City Engineer has been opposed to the scheme from the very beginning. Ald. Burns was of a similar opinion. Ald. Hallam moved that the report of the Ashbridge's Bay Special Committee be referred once more to the City Engineer and City Solicitor with power to report to a special meeting of the council with the least possible delay. This was adopted, with a further rider that the Davis & Keefer syndicate submit to council at the same time the full personnel of its Board of Directors. Ald. McMath was in favor of tenders being asked for the work, but he was in a minority of one.

**In the Council.**

At the meeting of the council last evening there was a peculiar discussion in the matter of Ashbridge's Bay. The executive asked the specifications be referred back to the City Engineer and the City Solicitor. Ald. Hewitt, as chairman of the special committee, got hot over what he termed continual slaps in the face given by the council to its findings. The City Engineer had been given lots of time to read over the specifications and sign them. No alterations had been made in the specifications as prepared by that official, except in legal terms, which the committee properly thought belonged to the City Solicitor and not to the City Engineer. All changes made by the committee had been made with the full approval of Mr. Biggar. There was a deadlock between the committee and the Engineer. As for himself he was determined to stand or fall by the report as presented. Ald. Jolliffe and Leslie both agreed with Ald. Hewitt that the Engineer had been given ample time to perform his part.

Ald. Small said that the Engineer's course towards the committee was neither proper, respectful nor courteous. He was always too busy to attend its sessions, had something more important to attend to. Let it be an instruction to the City Engineer to report his objections to a special meeting of council.

Ald. Leslie moved that a special meeting of council be held on Monday next to take up the Ashbridge's Bay reclamation, the City Engineer meanwhile to formulate his objections to the present specifications for discussion at that meeting