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THE TORONTO WORLD

TWELFTH YEAR. MONDAY MORNING, DECEMBER 14, 1891. ONE CENT.

OVER 7000 NAMES

Will Be Submitted to the Mayor and City Council To-Night

FOR A POPULAR VOTE ON SUNDAY CARS

The Aldermen Know Their Duty and Will Hand the Matter Over to the People.

TWO CLERGYMEN REFUSE TO SIGN THE COUNTER PETITION

Rev. J. E. Starr and Rev. Dr. Thomas Will Not Withdraw Their Faith in the People—They Are Against Sunday Cars, But Will Not Deny the People's Right to Utter Their Opinions on It—The Counter Petition Chiefly Signed by Sunday School Children—Two Leading Magazines Present Sabbatarianism From Different Standpoints—The Subject Was Alluded to From Many of the Pulpits—Inconsistency of Some Clergymen Exposed.

The petitions in favor of submitting to the people the question whether street cars shall or shall not be run in this city on Sunday will be presented to the Mayor and City Council to-night. There will be over seven thousand signatures presented, allowing ample margin for all circumstances that might tend to reduce the legitimate numbers attached to the petition. The duty of the aldermen is plain. They are bound by their own resolution to submit the matter to the people just as soon as a petition containing five thousand names of ratepayers calls for its submission. Rumor goes that attempts are to be made to obstruct and burk the matter by taking advantage of every pettifogging means of shelving the petition. We do not think that any representative of the people will be so ill-advised as to attempt such a course. The people if not permitted to let their voice be heard will turn their attention to the obstructers and give such an account of themselves that it will be a caution to all gentlemen who in the future make attempt to balk the electors of their will.

In Favor of a Referendum.

The Globe: There can be no doubt that the necessary 5000 signatures will be obtained and that the people will have to vote in January as to whether or not cars shall be operated in Toronto on Sundays.

The Telegram: Without discussing the truth of the axiom that it is always safe to trust the people, it may be remarked that whether it is safe or not, the people must be trusted. The ministers all pay taxes now. They have the full rights of citizenship, but liberty to organize clerical resistance to the settlement of a question by a vote of the people is not among their privileges.

According to its own resolution the City Council is bound to submit the question upon the receipt of a petition properly and sufficiently signed. The council is pledged to do this, and if the question (1) Is the petition genuine? (2) Is it sufficiently signed? can be answered in the affirmative there must be an honest vote upon a bylaw embodying the Sunday street car idea.

The News: Let the Sunday car question go to a vote so that it may be settled at once. Postponement of a settlement one way or the other will only serve to intensify the agitation on the part of those who favor Sunday labor and will be taken as a sign of weakness by those who oppose it. The proposition can be easily beaten at the polls, where, sooner or later, it will have to go, and the people might as well have it over at once.

The World is in favor of a reference to the people. The Empire is against Sunday cars, but does not know whether to trust the people or not. The Mail has been dumb. Several of the weekly papers have declared for the referendum.

The Counter Petition.

In reference to the counter-petition of the Toronto Ministerial Association, which was extensively signed at some places of worship yesterday, it is important to remember that, although ostensibly a ratepayer's petition, as that of The World emphatically is, the majority of the signatures are those of Sunday scholars, members of male and female Bible classes, Young People's Christian Endeavor associations and not voters. Dr. Parsons last night besought all, male and female, who were above the age of 15, to go into the vestry and sign the petition to prevent the desecration of the Sabbath, which he said was as important to keep in tact as it was to believe in the resurrection. The Sabbath was the resurrection morn and it must not be polluted by the running of street cars on that holy day.

COUNTER PETITION FELL FLAT.

Pastor Starr Thinks It Is Not Honest or Fair—The Preachers Got Scared.

Rev. J. E. Starr of Elm-street Methodist Church, while making the usual announcements, called attention yesterday morning to the petition being circulated by the Toronto Ministerial Association. He said: "Owing to the little bit of an effort made by one of our newspapers to secure Sunday street cars the ministers of this city got scared and after a good deal of deliberation they started this counter petition. It asks the Mayor and council not to grant the petition which will probably be submitted asking that the people be allowed to vote on the question of Sunday cars. That petition was framed almost entirely by Hon. S. H. Blake, the very gentleman who drew up the contract between the street railway and the City Council, and he surely knows that the council are pledged to submit the question to the people as soon as 5000 ratepayers petition them to do so. This is in reality a fight instigated by the saloons, and the sooner it is faced and won the better."

The speaker expressed the hope that the question would not be submitted on the same day as the aldermen and the Mayor were elected.

"For myself," continued Mr. Starr, "I can't see daylight through this counter petition. I should hesitate a long time before affixing my name to a petition asking people to deprive certain other people of their franchise. There it is, though," and he threw it on a chair below the pulpit, "If you wish to sign it you may."

But so much cold water had effectually cowed it and no names were affixed.

Bravo! Doctor!

Rev. Dr. Thomas told his congregation at Jarvis-street Baptist Church yesterday morning that petitions in opposition to Sunday street cars had been received and were in the pastor's parlor. "I would hold up 20 hands," added the Doctor, "against Sunday cars, but I cannot sign this petition. The object of the petition is not to prohibit Sunday cars, but to prevent the citizens having a voice in the matter, and such a petition I could not sign."

He Trusts the People.

Dr. Hugh Johnston admitted on Saturday that he would trust the people on the Sunday car question.

Violation of a Commandment.

Rev. J. G. Bishop of Parliament-street Methodist Church told his congregation yesterday morning that Sunday street cars meant a violation of the Fourth Commandment, and that therefore it was just as reasonable to submit to the vote of the people the question whether they should be allowed to thieve as whether or not there should be Sunday cars.

The Doctor Rails All Round.

Rev. Dr. Parsons preached at Knox Church yesterday morning a sermon denouncing Sabbath desecration. After speaking of the heinousness of the crime, he dwelt upon the steady growth of the evil in this city during late years and denounced it in all its forms. He then called attention to several specific cases. Not long ago he received a letter from a boatman who complained that the authorities allowed a neighbor to let his boats on the Sabbath. The writer did not make a practice of doing the same thing from conscientious scruples and consequently his business was suffering. The preacher had been informed that many of the leading citizens of the city were holding meetings on the Sabbath. He also condemned in the most scathing terms the practice of church parades which the military and several societies had lately fallen into. The counter petition was circulated throughout the church and largely signed, especially by the young people. At night the Doctor took similar ground and invited all members of the congregation, male and female, above the age of 15 to sign the counter petition to that of The World.

Pastor Wilkinson For Liberty.

Rev. J. M. Wilkinson, manager of the Auditorium, said yesterday that he strongly disapproved of the action of the ministerial associations in circulating a counter petition to that of The World to prevent the free expression of the will of the people as to the running of Sunday cars. It was, he said, unfair and unjust to try to stifle the voice of the people on a question which so intimately concerned the citizens. They had gone by for clerical dictation or interference.

Pastor Patterson of Cooke's.

In the Horticultural Gardens Pavilion last evening Rev. William Patterson of Cooke's Presbyterian Church preached on Sabbath observance, referring especially to the proposed running of street cars on that day. The obligation to keep the Sabbath, he said, was permanent. Christ showed in his teaching that only works of necessity and mercy should be done on Sunday. The running of street cars on the day mentioned came under neither of these headings. Some persons maintained that cars are necessary to carry the population to church. This was a fallacy. In Belfast the only cars, as he had ascertained personally, that pay are those which carry the people to the parks.

Rich Man's Horse and Street Car Horse.

Rev. A. B. Chambers yesterday morning preached a sermon on the Sunday car question in the Wesleyan Methodist Church, corner Dundas-street and Dssington-avenue. Taking for his text Psalm xxvii., 4, he said he desired to live in the house of the Lord and he desired to live in a Christian city. He would rather live in Toronto than Montreal, because this was a city known far and near as a moral city, one where the Sabbath day was properly observed. He was opposed to the introduction of Sunday street cars in Toronto for various reasons. It would secularize the day, and he was sure the people would not permit such a thing. He thought it wicked that an attempt should be made to deprive the street car men of a day of rest. It was as necessary for their physical as their spiritual welfare. Some people say that the rich have their carriages and the poor are entitled to have the use of the street cars. They forget that the horses of the rich receive greater care than do the men who work for the street car company, and if the men are not cared for we may be sure the horses of the company are neglected. He counselled the people to do right in this matter and guard the sanctity of the Sabbath.

He was sorry to think that in this Christian city there was published a daily paper that would from day to day insert a blank form for the people to sign in favor of Sunday cars. He was glad that The World stood alone among the papers in this crusade. It grieved him also to think that in this Christian city a paper was published so late on Saturday night as to almost encroach upon the Sabbath day, and to be known abroad as a Toronto Sunday paper. He appealed to the congregation to assert themselves on the Sunday car question and to quell the forces making for a looser observance of the Sabbath.

Announced a Ladies' Meeting.

Among his many announcements at the Metropolitan yesterday morning Pastor Smith gave out that the ladies of the church were expected to meet in Shaftesbury Hall on Thursday evening to prepare to oppose the Sabbath desecration movement.

"I know you are all united on the question," he said, "but we must prepare for the common enemy."

Mr. Smith then spoke of the article in The Review of Reviews, which related how all countries except Russia were legislating for the better observance of the Sabbath day.

Dr. Kellogg's Position.

In drawing attention to the petition being circulated against Sunday cars Dr. Kellogg, pastor of St. James'-square Presbyterian Church said that every citizen was interested in maintaining the hitherto unique position of Toronto in regard to Sabbath observance. He had read the petition carefully, and believed that all present could uphold its requirements.

Sign the Counter Petition.

Rev. John Philp of Broadway Tabernacle held that Sunday cars would destroy the sanctity of the Sabbath, and strongly urged his congregation to sign the ministerial petition displayed at the church door.

BOTH SIDES OF THE QUESTION.

It is Discussed in The Review of Reviews and The Arena.

Below will be found two articles from the magazines giving two sides of the Sunday question. The Review of Reviews' article was referred to in the Metropolitan Church yesterday by the pastor. It is as follows:

The Struggle For the Six-Days Week.

[From The Review of Reviews for December.]

The following summary of the advance which has taken place on the Continent in the direction of Sunday rest will be found useful. The extract is taken from The Sunday at Home for November, whose authority is the Lord's Day Observance Society of England.

AUSTRIA.—A labor law protects women and minors from Sunday work, and makes the fiat of a minister of the Government necessary for any manufacturing operations on the day of rest. Postal deliveries are now limited to one. Sunday evening and Monday morning newspapers are prohibited, because of the Sunday work necessary for their production. Many shops are now closed.

BELGIUM.—A labor law has been passed to diminish Sunday work in factories. Work on the state railways has been very greatly reduced. The influence of the Protestant congregations has secured Sunday rest largely in iron, coal, and glass industries.

DENMARK.—A Sunday-rest law has been passed. Shops are closed at 9 a.m. for the day. Factories and workshops may not work between 9 a.m. and midnight. All employes have at least alternate Sundays off. Postal work is limited to one delivery. Tramcar work is considerably lessened.

FRANCE.—The work of the French League for Sunday rest which was founded at the International Paris Congress of 1889, has spread with great rapidity in many parts of the country. The closing of shops becomes more and more common. Railway, goods and parcel offices have been closed at 10 a.m. or at noon, instead of at later hours. In the annual meeting of six railway companies further installments of rest have been demanded, and in some cases secured. A labor law was passed, securing one day's rest in seven, but the Lord's Day is not necessarily the day of rest.

GERMANY.—A labor law protecting the Lord's Day has been passed. The second delivery of letters has been suppressed throughout the whole empire. Goods traffic is limited. Shops are now closed largely in Berlin and other cities and towns, and none may remain open more than five hours. Work is prohibited in mines, quarries, salt pits, collieries, foundries, timber yards, tile yards and factories of all kinds. Sunday race meetings incurred the displeasure of the Emperor and are dying out.

HOLLAND.—One of the most influential newspapers has closed its offices on Sunday, in agreement with the general movement for Sunday rest. Goods trains do not run, the parcels and goods are delivered only early in the morning. A law has been passed securing rest for women and minors in factories and workshops.

HUNGARY.—A law has been passed generally the same as for Austria, both laws making the rest longer, i.e., from 6 p.m. on Saturday till midnight on Sunday.

NORWAY.—The hitherto unbroken toil on tramways has been reduced, and the larger proportion of men rest. Labor in factories and workshops is greatly diminished and women and children are protected.

RUSSIA.—Here no marked progress has been made, but from all parts of the empire petitions have been addressed to the Holy Synod asking for the closing of all shops and factories on Sunday.

SWEDEN.—Movements here are of the same kind as in Norway and Denmark. Count A. Moltke, from Copenhagen, makes the same hopeful report for the three countries.

SWITZERLAND.—By a law which came into force on Dec. 1, 1890: "Every servant of railway, steamer, tramway and other locomotive companies, and the employes of the postoffice, will be 52 days of rest in the year, of which 17 must be Sundays. The day's work cannot be lengthened merely by the will of the employer, and in no case may exceed 12 hours, and at least one hour's rest must divide the work. No wage is to be deducted for the rest day. Any breach of the law is to be visited with a penalty of from 500 fr. to 1000 fr." This law is supplementary to others which insure to the workmen in factories, mills and workshops their complete liberty on the Lord's day, except in certain cases, for which the authorization of the Federal Council is needed, and even then one Sunday in two must be free.

A railway is in course of construction which connects Yverdon and St. Croix, in the Canton Vaud, which by its constitution is to be free from all Sunday traffic for at least 25 years. To obtain this privilege the promoters have cheerfully sacrificed all the money subventions to which they had a claim from the various parishes, the Canton and the State.

Sunday at the World's Fair.

By William H. Armstrong in The Arena for November.]

The question of closing on Sunday the gates of the World's Fair is one that not only interests our nation but also the nations of the world.

On Sept. 3 80 members of the National World's Fair Commission and 100 members of th. Board of Lady Managers listened to the arguments of representatives of the American Sabbath Union for closing the World's Fair Sundays. The arguments for Sunday closing were presented by Col. Elliott F. Shepard, president of the American Sabbath Union; Rev. Dr. S. F. Scoville, president of Wooster University, Ohio; Rev. T. A. Fenley, secretary of the Philadelphia Sabbath Association; Gen. O. O. Howard, Col. Alexander F. Bacon, Hon. L. S. Coffin; Rev. F. L. Patton, President of Princeton University; Dr. P. S. Henson of Chicago, and Mrs. T. B. Carse, as the representative of the W.C.T.U.

On reading the addresses and petitions presented by the above named persons, I was surprised to see the diversity of names given to the first day of the week. Some called it "the Sabbath day," others "Sunday," while another class termed it "the American Sabbath" — none of them having Bible authority for the names given. This inadvertence might be excused if these gentlemen were not poising as moulders of public thought and teachers of Bible truth, while they are endeavoring to palm off Sunday upon the National Columbian Commission as a "holy day," for which they cannot produce Bible authority.

Nowhere in the Bible can they find any command to keep Sunday as a "holy day," neither can they there find where the Jewish Sabbath was ever changed to the first day of the week—Sunday. This change was made by Constantine's edict, in 321 A.D., which was the first law either ecclesiastical or civil by which the sabbatical observance of Sunday was known to have been ordained. Does anyone claim that Constantine was inspired? The sabbatical observance of Sunday, as prescribed by Constantine, or of "the American Sabbath," as prescribed by statutory law, is yielding obedience to the commandments of man and not of God, and all their advocates are confronted with the Scripture: "But in vain they do worship me, teaching for doctrines the commandments of men"—Matt. xv, 9.

As Dr. Francis L. Patton of Princeton University was the only speaker who attempted to speak on the Biblical aspect of the Sunday question I shall direct my remarks to him. The doctor is quoted as saying: "The ten commandments represent the high water mark of morality. The Jew had contributed the greatest feature of the civilization of the nineteenth century. The Sabbath had become the inheritance

Continued on Second Page.

IT WAS A LIVELY MEETING.

R. J. FLEMING OPENS HIS MAYORALTY CAMPAIGN.

Excitement Ran High in the Auditorium On Saturday Night—The Candidate's Program—Tackled on the Sunday Car Question He Says He Will Bow to the Will of the People—Editor Gregg and the Chester Baron.

The Auditorium was well filled on Saturday night when R. J. Fleming, J.P., ex-alderman, real estate man and financial agent, opened his electoral campaign with a view to the occupancy of the Mayor's chair in the coming year of grace. His following on the platform was not influential, and could be counted on the digits. His henchman was ex-Ald. Vokes, who said all that a chairman is expected to say under such circumstances—he praised the candidate, his qualifications and character all round.

An old soldier, an enthusiastic supporter of Mr. Beaty, caused some fun by his repeated and outspoken preference of the Doctor and learned Q.C. to "Bob" Fleming.

J. S. Boddy, who has won his spurs as a democratic orator in the debates of the Young Conservatives, was the first speaker. He belongs to the order of those terribly in earnest; he says strong things in a vigorous fashion and would not curtail one sentence of a carefully prepared speech even if the mounted police had to be called out. Last year he was a strong "Clarke man," an opponent of Mr. Fleming's; now Herod and Pilate are made friends, his old friend "Ned" must now go to the wall, and his new friend "Bob" takes his place.

Fleming is a Paragon.

The many virtues of the latter were rehearsed, but as Mr. Boddy had only lately discovered them and never unfolded them before the audience patiently listened to the recital. Of course the workingmen cheered the references to the 15 cents an hour, the "pampered dudes" who would if Fleming were elected have to clear out of the City Hall, and how poor Bob used "to squirt the mud of Cabbagetown through his pony tows."

County Crown Attorney Dewart contented himself with telling a racy story to the effect that however good a farm servant a certain Elder Thompson might have had for four years he would not re-engage the man for another year "if he had come to think he owned the farm." This analogy to the Clarke-rule at the City Hall told immensely.

The Candidate Reads His Speech.

Mr. Fleming was received with loud cheering. His speech was type-written on foolscap folio and the reading of this frequently obstructed the view of the genial, whiskered face of the candidate. Still R. J. gave a capital and useful address. It was replete with information and bristled with statistics. The speech bore evidence of careful compilation, and it will do good service for the next three weeks.

The first part consisted of a statement of what an ideal mayor should be and what he should not do. The second part showed how admirably fitted Robert J. Fleming was to fill the bill. The third outlined the course he will pursue if he heads the poll on Jan. 4.

On the unwasteful winding up of the city's debt and the heavy burden of taxation and its causes Mr. Fleming took almost identical ground with Mr. Beaty, whose half-dozen addresses have been within a fortnight reported in The World.

"We carry on our civic affairs at greater expense than any other city on the American continent," proof of which Mr. Fleming gave by a series of comparative tables. Toronto spent in general taxation last year, leaving out the costs, $19 for every man, woman and child in the city; Buffalo $18, Philadelphia $13, Detroit $12, Rochester and Chicago $11, Milwaukee $10, and some other American cities ran down as low as from $4 to $8 per head.

Mr. Fleming made some capital hits anent what he called the reckless and extravagant expenditure at the City Hall. He read out the chief figures to show how much cheaper the business is done at other places of the same magnitude as Toronto. The Works Department came in for a better nolr. Fifty officials are employed there, 13 of whom have salaries from $1200 upwards. There was no outcry against these highly paid officials; oh, no; only against the workmen who get a paltry 15 cents an hour. Mr. Fleming waxed funny about the amount of "engineering" done at the City Hall, the "private drains," and the heads which must fall into the basket.

Some of Fleming's Reforms.

The candidate praised the police force, but said it was much more expensive than American cities of the same size. He would reduce the force by not filling up vacancies through resignations or dismissals. He disapproved of arresting men for drunkenness if they were able to steer home. Even when worse the inspector should dismiss them when they had sobered up. No drunkard was ever cured by being sent to jail. All these liberal sentiments were loudly cheered, and also that we had too many bylaws, and that public school yards should be always open for play for the children.

Another reform advocated by Mr. Fleming was the abolition of tax-collectors and that of cab hire at the City Hall. He would spend no money on aldermanic excursions to Ottawa, but have the local M.P.'s do the work instead.

Although considered a temperance "crank" he maintained that Toronto is the most sober city on the American continent. [Applause.] The drink business in the city is within the narrowest limits and in the hands of a better class of men than any other city. The publicans, bartenders and their customers cheered this sentiment. "The temperance question is not an issue in the present campaign. I would not sacrifice my principles to obtain the support of any liquor seller; and I would not treat men in the liquor business unjustly to win the support of prohibitionists." [Cheers.]

Fencing With the Sunday Street Car Question.

A Voice: What's the matter with Sunday street cars? [Loud applause.]

Mr. Fleming: I have no objection in the world to answering my friend's question. I don't think there is anything the matter with them. So far as I am concerned at present, they don't affect me. ["Oh, oh," and cries of "Answer the question."]

Another Voice: Will you, Mr. Fleming, vote for Sunday street cars or not?

Mr. Fleming: No, sir, I will not. [Cheering and hooting.]

At this point half-a-dozen gentlemen in the body of the hall sprang to their feet. There was momentary confusion, during which there were loud cries for "Maclean" and advice to that gentleman to "whoop her up."

W. F. Maclean rose from his seat and asked a question, which in the tumult was inaudible. Then rose loud cries of "Platform, platform," and in obedience to the popular cry The World man jumped briskly on to the platform.

He commenced: "Mr. Chairman, I only wanted to ask Mr. Fleming a question." He got no further, for the loud-mouthed opponents of Sunday cars drowned his voice.

The chairman ineffectually demanded order.

Mr. Fleming (at the top of his voice): I will see that Mr. Maclean or any other person shall be treated fairly. Mr. Maclean, as a voter, has a perfect right to ask me any question he likes.

Several Voices: It was not Mr. Maclean asked the question at first.

Again W. F. M. attempted to speak, but for several minutes the spirit of fairplay was absent in the audience. At length the din ceased and Mr. Maclean said: The question I wish to put to Mr. Fleming is this—whether he is in favor of submitting the question of Sunday street cars to the people, and in the event of the people favoring Sunday cars will Mr. Fleming, in his official capacity, should he be elected mayor, take steps at the earliest possible opportunity to carry into effect the wishes of the people? [Loud applause.]

Mr. Fleming: My impression is that the question of submitting Sunday street cars to the vote of the people will be decided by the present council. Consequently I will have nothing to do with it. [Disorder.] I am not conversant with the law on that point. I am not quite sure even if a properly signed petition be presented that the council will submit it to the people. [Cries of "yes" and "no, no."] As a rule I am prepared to submit all questions to the people. [Cheers.]

Mr. Maclean: Mr. Fleming, as a public man, will you trust the people on the Sunday car question or not? [Loud applause and cries of "Straight answer."]

Mr. Fleming: I am perfectly satisfied to trust the people upon all questions; but so far as I am personally concerned, you know the position that I would take upon the question.—

Mr. Maclean: Mr. Fleming's answer to my question is perfectly satisfactory. I did not ask him whether he was personally in favor of Sunday cars. On this point he is entitled to his own opinion as I am to mine. I wanted a clear answer whether he would trust the people in this matter.

Mr. Fleming: I can only repeat that I am always prepared to trust the people. Still, I think it will be a sorry day for Toronto when Sunday cars come. [Cheers and hisses.]

Ernest Albert and Editor Gregg.

All this while ex-Ald. Macdonald, who had a seat at the reporters' table, had been bobbing up and down like a cork on the tide and vainly attempting to catch the chairman's eye. His stentorian voice was drowned in the hubbub, and it was not till he flourished a bundle of papers in the air that general attention was attracted to him. Then there arose cries of "Order for the Baron!" and wicked with cheers and hootings. "Go it, Mac," "Give it 'em," roared an enthusiast in the gallery.

But there was one of the Fleming stalwarts, a whilome bosom friend of the Chester magnate, to whom the idea of his monopolizing any of Fleming's time during his views on a Fleming platform was as wormwood and gall. This irritated gentleman was the redoubtable "Tom" Gregg, editor of The News. From his seat in the body of the hall he shouted protests against the baron, and the vehemence of his eloquence was accompanied by vigorous gesticulations, in which a neat silk umbrella in one hand and a trim Christy in the other bore part.

Ex-Ald. Macdonald, with his hand to his mouth, shouted: "The question I want to ask Mr. Fleming is ——" But he got no further. Banteringly he was asked if it was about bogeyle, an injunction, or Bellamy, and there were other irrelevant questions.

The Chairman interposed: There is nothing, said he, to be gained by creating disorder in this way. Will you listen to Mr. Macdonald or not? Cries of "Yes!" "No," "Gregg," and "Macdonald is no good!"

He Stands His Ground.

Editor Tom, with beaming, rubicund face, mounted the platform, but for a while failed to get a hearing. He said, "I'll wait," and he complacently surveyed the scene, munching candy the while. When he had the chance he said: "Mr. Chairman, we have come here to hear Mr. Fleming, not to hear Mr. Macdonald." Having thus delivered his soul the champion retreated and somebody shouted, "The Two Johns."

The chairman and Mr. Fleming were of a different opinion to Mr. Gregg. Vokes called on E. A. to put his question. This was, in brief, would Mr. Fleming, if elected mayor, favor the street railway franchise being extended from 20 to 30 years.

Mr. Fleming replied that he did not see how the council could honorably "go back" on the specifications. If the company lived up to its agreement the council would keep faith with it. [Applause.] At the same time he thought the promise of a 30 years' charter was a great mistake.

Mr. Macdonald: They had no right to make such a promise.

Mr. Fleming: Neither you nor I objected.

The ex-Alderman: I did object.

Mr. Fleming: The trouble with my friend Macdonald is that he objects so often that his objections lose force.

The candidate scored a point by adding: "If I am Mayor I will see that a proper system of transfer ticket is enforced." [Cheers.]

A Voice: Will you insist that stoves are put in the one-horse cars? [Applause.]

Mr. Fleming said "We see," and then in a good peroration disclaimed all sectional interests and told of how all classes would be benefited were he elected Mayor.

They All Sang His Praises.

David Hastings of Hamilton, F. G. Inwood, Frank Denton and James French, the oppressed taxpayer and friend of the widow and orphan, used superlatives in every reference to Robert J. Fleming, who never once blushed.

A resolution endorsing his candidature and pledging the meeting to use every effort to secure his return was put to the meeting and the majority of those in the body of the hall stood up. "The contrary" was not put.

Thus ended the lively, and, on the whole, successful opening of the Fleming mayoralty campaign.

MRS. TUPPER'S SUIT WITHDRAWN.

It Was Against Buffalo's Ex-Superintendent of Police and For $20,000.

BUFFALO, Dec. 13.—The suit of Mrs. Edith Sessions Tupper, of this city, against Ex-Police Superintendent Martin Morin of Buffalo has been discontinued. Mrs. Tupper sued Morin for $20,000 damages for illegally causing her arrest. She went to Toronto on July 19, 1890, to visit relatives in that city. When she reached Toronto she was placed under arrest on the supposition that she was Mary Wilson, who was wanted by the Buffalo police for robbing the house of her employer, Edwin G. S. Miller, of property valued at $3000.

The demand for fine pictures is increasing in Toronto as a result of improved artistic tastes. At Mathews Bros.' art gallery may be seen a recherche stock of oil and water color paintings, etchings, engravings, etc., including a special exhibition of Mr. L. R. O'Brien's latest works. An early selection is advised. d

If there's any doubt in the mind of the householder that furniture costs less in C. F. Adams' Co's, than any place else this should settle it. They're selling an oak rocker in a beautiful design with seat upholstered in plush for $5.90. These rockers are being bought up by the score for Christmas gifts. There's an assembly of rockers and easy chairs in 177, 179 Yonge-street that can't be duplicated. Prices range up from $2.00 cash or credit. If only to see the newest styles, everyone interested should pay this store a visit. 136

New Smoking Room Open At the Hub.

It never fails. Adams' Wild Cherry an. Licorice Tutti Frutti for a cough or cold Sold by all druggists and confectioners; 5 cents.

Fact—at half price, stylish self-feeding hall and parlor stoves at Wheeler & Bann's, 179 King-street East.

Specialties.

Ladies' ¾ coats.
Sealette.
Mantle cloth.
Eider-down quilts.
Black silks.
Table linens.
Table cloths.
Napkins.
Handkerchiefs.
Railway rugs.
Carriage rugs.
At N. Rooney's, 62 Yonge-street. 136

Natural wool underwear, all weights and size at White's, 65 King street west.

New goods for Xmas trade. We will not offer our customers old shop-worn goods at a discount but fresh new stuff direct from makers. See our prices, which are always the lowest possible for first-class goods. Treble's, 53 King-street west.

Try the Restaurant at the Hub.

MICHAEL DAVITT WOUNDED.

THIS SUNDAY SHINDY OCCURRED IN WATERFORD.

A Mob Tries To Prevent the Irish Leader From Walking, and Now He Intends to Run For the Constituency — Aldershot Barracks Partially Wrecked By a Furious Gale.

WATERFORD, Ireland, Dec. 13.—Michael Davitt, the Irish leader, was seriously wounded during a riot here to-day. Mr. Davitt and William O'Brien had come to Waterford to support the candidature of Mr. Keane, who, on Mr. Davitt himself declining to oppose him, was nominated by the McCarthyites for the seat in Parliament made vacant by the death of Richard Power.

The riot was one of the most sanguinary and vicious of any of the political rows that have recently attended the discussions of the rival leaders.

The fight was started by the Parnellite faction, and for an hour they fought at close quarters despite the presence of 600 police in the city.

During the melee Mr. Davitt received a nasty cut on the forehead from which the blood flowed freely.

At a subsequent meeting O'Brien announced that Davitt's answer to the blow was that now he was a candidate for Waterford. O'Brien also accused the police of using their batons more in favor of the attacking Parnellites than the McCarthyites.

The respective bands of musicians received much ill-usage. Their brass horns were twisted and their drums torn into shreds.

IS IT TO BE WAR?

Russia Surely at the Bottom of the Pamir Matter.

LONDON, Dec. 12.—Is it to be war with Russia? This is the question Englishmen are now asking themselves wherever that drum beats. Later despatches from Calcutta received this morning confirm the news of the capture of a fort near Gilgit, the most advanced British agency on the frontier near Pamir. These latter advices also confirm the gallantry of the British troops. Russian money and Russian arms and ammunition are said to have been found upon some of the prisoners and one of the dead. Col. Durand though suffering severely from his wounds, has prepared and forwarded to the Commander-in-Chief a report of the operations and the causes which led to them. It is understood that Russian intrigues are undoubtedly at the bottom of the affair.

HANGED HIS WIFE IN A CHIMNEY.

Where the Body Remained Three Years Before the Murder Came Out.

PARIS, Dec 13.—In 1889 the wife of a shopkeeper named Bender disappeared, and Bender informed the police at the time that she had been unfaithful to him and had fled after making an attempt to poison him. Recent communications led the police to search Bender's house, when the body of the woman was found hanging in a chimney. The corpse had been dried and blackened by the heat and smoke for nearly three years. Bender has made a confession.

WHAT THE HOUSEMAID SAW.

Keyhole Light at the St. John-Marius Divorce Suit.

LONDON, Dec. 12.—In the divorce suit of Miss St. John, a housemaid named Hubble gave damaging testimony against the "Jimjim" used to call the girl a "dreadful fool." A theatrical dresser named Bruce, employed in the Gaiety Theatre, gave similar testimony, also implicating Cohen.

Aldershot Barracks Damaged.

LONDON, Dec. 13.—A hurricane swept over the camp at Aldershot yesterday, and did a great deal of damage. So great was the force of the gale that the glass roof of the barracks was blown down and smashed to pieces. Every building on the grounds was more or less damaged. Fortunately the soldiers now at Aldershot were attending divine service when the storm broke upon them and no one is reported to have been injured.

Chat from Over the Sea.

Ten persons were severely injured by the fall of a building at Newport, Eng., yesterday.

The report that 500 native Christians have been massacred in the Paton district of China is confirmed.

Emin and Stuhlman have discovered a river, the most southerly branch of the Nile, flowing west of Ujiji.

Influenza continues its ravages in Europe. The famous pianist Von Bulow is a victim of the disease and is in a critical condition.

The boiler of the Italian steamer Calabria blew up near Genoa, and of the 33 persons on board 21 were drowned.

Discount was without demand in London during the past week, and dealings on the Stock Exchange were moderate, but the tone generally was good.

The Magdeburg, Germany, police have arrested a man and his wife who have been in the habit of advertising for female traveling companions and murdering them in lonely spots.

Lieut. Mansfield, while making a balloon ascent at Bombay, India, fell from the airship and was killed in sight of thousands who had assembled to witness the ascension.

At Alt-Kanitza village, Buda-Pesth, a blacksmith unable to procure work killed his wife and three children, set fire to the house and then committed suicide by stabbing himself to the heart.

While service was in progress at St. Mary's Church, Newry, a Protestant Anglican place of worship, Sunday, 11 vestrymen advanced to the altar and, after a struggle with the rector, seized the communion cloth and cut out the letters "I.H.S."

Gales accompanied by snow and heavy rain during Saturday night and Sunday did immense damage along the Irish and English coasts, and terrific weather is reported on the Atlantic. Along the Yorkshire coast there has been a severe snowstorm.

The fact is wonderingly commented on in Berlin that though Prince Bismarck, according to the statements of his organ, is not in a condition of health to warrant his appearance in the Reichstag at present, yet he is able to fulfil all political and social functions elsewhere without apparent difficulty.

The McCarthyites have selected Sir Charles Gavin Duffy for the Parliamentary Division of Monaghan. Sir Charles is the man of all others whose assistance and counsel must prove of value in the coming constitutional readjustments. As Prime Minister of Victoria he acquired experience in affairs beyond what any other prominent Irish Nationalist can lay claim to.

Jacques Morgan, the explorer, has returned to Paris from his explorations in Northern Persia, Laristan and Arabestan. He was accompanied by his wife and together they covered a distance of 12,400 miles. Mr. Morgan tells a very interesting story of his trip. He and his wife suffered severe and prolonged hardships and had a number of exciting adventures with hostile tribes.

FATAL HOTEL FIRE.

Three Persons Burned to Death and Two Fatally Injured.

WINNIPEG, Dec. 12.—A despatch from Moosejaw, N.W.T. says: A disastrious fire attended with fatal results broke out at 12.30 this morning in the Lorne House, kept by Henry Jackman. So rapiely did the flames spread that the inmates of the Ontario House, which is part of the same block, narrowly escaped with their lives.

In the Lorne House the proprietor, Henry Jackman, and his little girl and a young woman named Ruth McDougall were overtaken by flames and all perished. Their charred remains were found in the debris this morning.

Brakeman McMicken and Mrs. Jackman were badly, possibly fatally, injured while attempting to escape.

The fire was not extinguished until 20 buildings including the English Church had been burned, the high wind blowing rendering it impossible to check fire.

Miss McDougall was a sister-in-law of Mayor Rutherford. All the sufferers were from Eastern Canada. Among others, these were burned out:

T. B. Baker, Foley block; Mrs. McFall, millinery; Jackman & McKennett, hotel; Felix Plante, general store; William Mc-Bride, boots and shoes; J. McCauley, jewelers; Mr. Tillen, residence and bakery; W. W. Bole, drugs and stationery; W. Doran, harness and saddlery; T. E. Williams, Queen's Hotel; P. Catter, barber; James Hood, boots and shoes; G. M. Annable, storehouse; O. Fields, billiard room.

GROSS DECEPTION.

But Those Imposed Upon Do Not Know the Difference.

Deception when found out is a crime. Sometimes, however, people are so blissfully ignorant of the imposition being placed upon them that the act almost ceases to be reprehensible and becomes more of a joke than otherwise. These remarks apply in their entirety to Dineen's sealette jackets. They have the manufacture of this article down to such an exact science that it would puzzle a Philadelphia lawyer to tell the difference between it and real seal. Thousands of ladies in Toronto to-day are wearing Dineen's sealette jackets, and their admirers suppose that the adornment is nothing less than an Alaska seal. These jackets are manufactured from the latest New York and London patterns. They are fashionable and excellent in all respects—those referred to above—are selling at $25, $27.50 and $35. Those who cannot afford the purchase of a sealskin cannot afford to be without a sealette jacket.

Dineen's Persian lamb jackets are noted for their durability and present an exceptionally pleasing appearance. They are constructed on the same styles as the samples already mentioned. A limited assortment of fur-lined Russian circulars for use at balls, theatre parties, etc., are not among the least pleasing portion of the display. They range from $21 to $45. The ordinary round circulars are quoted at from $10 to $20. People requiring furs cannot do better than to give Dineens' a call.

Death of a Son of Ex-Ald. Dodds.

A great deal of sympathy will be felt for Mr. E. King Dodds and Mrs. Dodds in the bereavement they suffered yesterday. Their youngest son, Alfred R. Dodds, died very suddenly on Sunday afternoon. He had been at church, and after returning, feeling tired, he lay on a sofa. He suddenly exclaimed to his sister that he had an excruciating headache, and shortly afterwards was seized with a paroxysm of retching. This caused hemorrhage of the brain, from which he expired in an incredibly short time. Drs. Johnson and Elliott were in Mr. R. Patterson's house next door, and were summoned, but the young man was beyond the reach of their skill. Young Dodds was 20 years of age. He had but recently returned from a trip to Cincinnati. The church yesterday apparently in his usual health.

Burned in a Bonfire.

DUNNVILLE, Dec. 13.—Yesterday about 3 p.m. the wife of Mr. William Miller, a farmer residing about five miles east of here, while standing over a bonfire, took a fit, falling in the flames. She was horribly burned in the face and body. It is doubtful whether she will recover from the effects of the burns.

"Do you enjoy a good laugh?" Buy Xmas "Judge," "Puck" "Life," and Grip Almanac" at Winnifrith Bros., 6 Toronto street.

For coughs, colds, sore throat, etc., try Watson's Cough Drops. 135

Legal Jottings.

Joseph R Bell, 538 Ontario