The World For The Ladies

ALL the society events are particularized in The World in a way that commends it to the ladies. The continued stories published are of the highest order and are written by popular authors. The World is the paper to have in your home. You can have it delivered to your address for $3 a year, $1 for four months, or 25 cents for one month.

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God Save Canada.

Dollar and cent patriotism is all the fashion just now.—Hamilton Times.

It is only of late that Canadian patriotism has had any general existence, and to the cold ones who feel not its inspiring glow it may seem a cheap thing. But there is behind it a mighty though untutored force—a force that will one day silence the domestic enemy and win respect from the astonished alien. In the last ten years there has sprung up in Canada a stalwart race—a race eminently suited in quality and inclination to become makers of a nation. The past is theirs, its experiences, its precedents; the future, rich with opportunity, stretches its ample length ahead. The aspirations that ennoble, the patriotism that elevates, the definiteness of purpose that strengthens a people are becoming ours at last. The sentiment that has for long wasted itself in crossing wide seas to remote shrines, settling down, will soon enrich and bless our own brave land. Young Canada has ambitions that Old Canada begins to deem respectable—ambitions supported by the endoration of age and the fervent fire of youth.

There are of course some whose citizenship is so shrunken, so attenuated and spare that they revise their patriotism by the table of exports and imports, and shut sullen ears to all sounds save that of the clanking dollar. So be it. Their co-operation is sure when patriotism begins to declare dividends. The "present gust of sentiment" can stand a sturdier shock than any the scorner can give. There are always those who scoff when peace reigneth, vanish when war cometh and reappear in the hour of triumph.

Foster, promote, disseminate patriotism. The critic may suspect its honesty, the prudent may censure its zeal, but confident and hopeful let it widen and grow, well assured that the result will answer all criticisms and refute all calumnies.

The Yankee Farmer Has No Socks.

The great wave of opulence with which we are threatened when Commercial Union shall have been secured—the vast benefits accruing to us when freely we can dump our truck in the sixty-million market—the darkening shadow, if not the crushing substance, of ruin that is now upon us—these are fruitful themes of Reform eloquence. But across the lines the people of Illinois are unable to decide how to keep the young men at the profitable business of farming—an official commission has found 5318 deserted farms in one county—an exodus into the Canadian Northwest is depopulating Dakota. As we write Perry Simpson has just received election to Congress from the seventh district of Kansas, because, like the rest of the people, he was too poor to wear socks. Can parallel cases be found in Canada?

The Globe and Ashbridge's Bay.

It is not often that a paper posing as a great champion of public rights and as a great moral force uses its supposed influence to stop a movement calculated to be an immense public benefit without giving its reasons for its position.

The Globe is doing this very thing, however. It gives a number of reasons (mostly foolish ones) against the reclamation of Ashbridge's Bay by a private syndicate (or in fact in any way just now), but it does not give the true inwardness of its objections. We feel it to be a mere matter of bare justice to the public to supply an omission of such importance. There are two reasons why The Globe opposes Ashbridge's Bay being reclaimed and cleansed at all just now. The first and most important one is that some of The Globe directors are very anxious to get hold of a considerable portion of the land most easily reclaimed for purposes of their own. The second reason is that The Globe and its pessimistic followers dread nothing in the approaching Dominion elections so much as a little prosperity for Canada. They think they have some show for turning Sir John out of power if the country is poor and business in a depressed condition, and the more prosperous the country is the less chance they have.

In striking contrast to The Globe's attacks on the reclamation scheme is an editorial in The Week of Dec. 26. In a calm, unbiassed and eminently judicial criticism, and with the utmost impartiality, it reviews the alternative plans and has no hesitation in endorsing the commonsense plan of the private syndicate and strongly condemning the idea of delay.

If the Beavis & Redway syndicate are the shadowy frauds that The Globe pronounces them to be, it by no means condemns the scheme by private reclamation. There are other syndicates ready to take up the work, and as for all the foolish and nonsensical consequences that are prophesied if the private scheme carries, we might just remind The Globe that the terms on which any syndicate can obtain the charter depend entirely upon the City Council and not on the syndicate, and if the council have not enough brains to make a reasonably fair bargain for the city we submit with all deference that they are entirely unfit to attempt the work itself, not even with the aid and co-operation of The Globe itself. We sincerely trust that the electors will have the sense to vote for the work to be done by the private syndicate, for if it means nothing else, it will at least prevent the council sooner or later sinking millions of dollars in the cleaning and general improvement of the unwholesome, stinking marsh, for such millions would be simply money thrown away when we can get the work done for us for nothing.

The New Broom's Chance.

Reformation has often been called by The [illegible] and others to the necessity for a [illegible] and better passenger service between [illegible]onto and Buffalo. The volume of travel [illegible]ween these two cities is large and grow[illegible], yet no provision is made for rapid [illegible]rough transit. The distance from this [illegible]oint to Buffalo by rail is 106½ miles, and no [illegible] matter how urgent the need 4 h. 45 m. are consumed in the trip, an average of less than [illegible]5 miles an hour. What public convenience requires is a solid through passenger service that, at a speed of say 40 miles an hour, will make the trip in three hours or a trifle less and without either delays or changes. The World would quietly whisper Mr. Seargeant, the new general manager of the Grand Trunk Railway, that he might graciously inaugurate his accession to office by supplying this much-needed service.

When Prof. Goldwin Smith stated that "we are trying to run a great city with a village constitution," he offered an unmeant insult to Whaley's Corners. This city has a constitution framed like a saw-horse—all legs, yet without means of progression. Were it not so, seventeen aldermen dare not be impudent to good old Vox Populi.

More than one hundred people have written Gladstone's biography and at his death will rush them into print, which implies that more people can write great lives than live them.

A NEW RUBBER STORE.

The G. P. and R. Co's Handsome Establishment in King-street.

The Gutta Percha and Rubber Manufacturing Company of Toronto has opened a new retail store at 12 King-street west. The premises have been thoroughly overhauled and now present a bright and attractive appearance, being fitted up with the view of providing for the convenience of the best custom.

The stock includes a complete assortment of every description of rubber goods. A novelty is the assortment of rubber air beds, cushions and pillows, the latter being covered with fancy linen, cretonne and silk. There is a fine and complete line of druggists' rubber sundries, embracing every article of that kind manufactured. The rubber boots and shoes are of the finest American make.

A new feature in this establishment is the preparation made for custom work. Waterproof coats and cloaks for gentlemen and ladies are made to order. A special department is provided for ladies with lady clerks, so that the greatest privacy can be secured. Anything from a rubber bandage to a pair of shoes or a mantle may be had. Repairs to rubber goods will be made quickly and skilfully. On the first floor is a workshop for cutting ladies' work.

Besides the articles already enumerated there is a fine assortment of the standard varieties of rubber goods. Door mats and stair treads of any size may be had. There is also a wide variety of hard rubber goods, tubing, combs and brushes.

Women on the High School Board.

At a meeting of citizens interested in the higher education of women in Shaftesbury Hall yesterday afternoon, Dr. James Beaty, Q.C., in the chair, it was resolved that five names be submitted to the City Council for a selection of three to have seats on the High School Board. At present the board has 18 members, but there are no women among them. Six seats will become vacant after the close of this year, and the meeting thought that it was only fair that three of the six new appointees—one-sixth of the whole board—should be women.

Those are the names adopted by the meeting:

Mrs. Jacob Spence, Supt. Franchise Dept. W.C.T.U. Toronto and Toronto.

Emily H. Stowe, M.D., president Dominion W.E.A.

Mrs. Dr. O'Connor, secretary Toronto W.E.A.

Mrs. N. B. Hamilton, vice-president A.A.W.

Mrs. R. McDonell, vice-pres. Toronto W.E.A., hon.-pres. Toronto W.C.T.U.

C.P.R. Earnings.

A statement of the Canadian Pacific Railway earnings for the month of November shows as follows:

Gross earnings	$ 1,734,490
Working expenses	939,419
Net profits for November, 1890	795,070
Net profits for November, 1889	794,783

For the 11 months ending November, 1890, the figures are as follows:

Gross earnings	$15,004,088
Working expenses	9,279,906
Net profits in 1890	5,724,072

At the Police Court.

Restaurateur Harry Morgan of Jordan-street was yesterday fined $1 and costs or 30 days for having in his possession insectivorous birds. The defence was that they were for show on account of their bright plumage and not for eating. For theft of a bag of bananas from Messrs. Atkinhead & Gibson, Michael Callaghan was sent to prison for three months. W. R. Wood, bookkeeper in The Budget office, pleaded not guilty to the charge of fraud in inserting an advertisement in The Globe offering to give a gold watch to every subscriber who forwarded $1 as a six months' subscription to a paper to be called The Cosmopolitan Advertiser. Letters with the $1 enclosure poured in from gullible ones in this city and many other places. Evidence having been given, the magistrate committed Wood for trial.

A Hundred Years to Come.

Wouldn't you like to live until the year A.D. 2000, just to see the people and the world generally? Who knows but you might, if you observe the laws of health, and keep the stomach, liver and bowels in full action! The best medicine known for this is Dr. Pierce's Pleasant Pellets. They are small, sugar-coated granules, but powerful to cure: produce no nausea or griping; easy to take, and a sure cure for biliousness, constipation, headache, and diseases produced by an inactive liver. A convenient vest-pocket remedy.

Stabbed in the Neck.

SHELBURNE, Dec. 30.—What may prove a serious stabbing affray occurred here in the Salvation Army Barracks last night. It appears one Stephen Cole, in a row, drew a knife and stabbed Henry Sanderson in the neck and head. He was promptly arrested by Constable Canning and placed in the lock-up here. He was brought before Reeve Jelloy of Colwood and Mann, J.P., this afternoon. He pleaded guilty, but afterwards withdrew and pleaded not guilty. There were several witnesses examined and Cole was committed to Orangeville jail to await his trial at the Spring Assizes.

Coughed Himself to Death.

OSHAWA, Dec. 30.—Francis J. Henderson of this place, who has been ailing for some time, while coughing on Monday burst a blood vessel from the effects of which he died last night. He was a Forester and will be buried on Thursday with the honors of that fraternity.

Mr. Thomas Ballard, Syracuse, N.Y., writes: 'I have been afflicted for nearly a year with that most-to-be-dreaded disease, Dyspepsia, and at times was worn out with pain and want of sleep, and after trying almost everything recommended, I tried one box of Parmelee's Valuable Pills. I am now nearly well, and believe they will cure me. I would not be without them for any money."

Curling Stones.

Messrs. Keith & Fitzsimons, 111 King-street west, have received a large importation of curling stones, the very best in the market. This season they are cheaper and better than ever, selected by Mr. D. S. Keith himself, than whom there is no keener curler in the wide, wide world.

Severe colds are easily cured by the use of Bickle's Anti-Consumptive Syrup, a medicine of extraordinary penetrating and healing properties. It is acknowledged by those who have used it as being the best medicine sold for coughs, colds, inflammation of the lungs and all affections of the throat and chest. Its agreeableness to the taste makes it a favorite with ladies and children.

Cod Liver Oil.

This valuable medicine for weak lungs and debility is frequently rendered unavailable by its strong odor and taste. Caswell, Massey & Co's. Emulsion of Cod Liver Oil, with pepsin and quinine, entirely overcomes these objections. See letters from leading physicians. W. A. Dyer & Co., Montreal, and all druggists. ed

Have you seen or heard of the new Corn Cure. To be had at H. C. Blachford's, 87 and 89 King-street east. Warranted to cure in eight hours or money refunded; or woods-walking made easy. Foot powders for tender feet. Blachford is great on comfortable feet every time. 2

Messrs. Stott & Jury, chemists, Bowmanville, write: "We would direct attention to Northrop & Lyman's Vegetable Discovery, which is giving perfect satisfaction to our numerous customers. All the preparations manufactured by this well-known house are among the most reliable in the market.

Book Auction.

Closing book auction this evening at 276 Yonge-street. This is the finest opportunity ever offered the citizens of Toronto to procure the best books ever imported at the lowest prices.

Good Advice.

If you do not want to injure your liver and kidneys, don't buy baking powder in bulk. Buy the Princina or Borwicke, both are absolutely pure and as cheap as the bad powders. Purity of the Princina and Borwicke proven by the Dominion Government and egally sworn declaration with each package.

Watson's Cough Drops are the best in the world for the throat and chest, for the voice unequalled. Try them.

THE SPECIFICATIONS AS THEY BE.

How the Document Looks and Reads After Mr. Bigger and Mr. Jennings Got Through With It.

The City Council yesterday went over carefully the revised and amended specifications on which tenders for the street railway franchise are invited. At a previous meeting of the aldermen, when that body had got through making amendments and carving the specifications up generally, the document was then handed to the City Solicitor and the City Engineer to be put into language which could not be distorted by tenderers or their agents, and to place around the same all necessary safeguards for the public interest.

The document, as it left the aldermen and as they got it back yesterday, had undergone quite a transformation. About half of it was printed in *italic* types, with the explanation that the said *italics* were the additions and alterations made by the Engineer and Solicitor. The full text and purport of the specifications, therefore, now are as follows, being an exact copy of the document (excepting cross headings) as it now stands, and upon which tenders are now asked:

The Full Text of the Specifications.

1. The privilege to be disposed of is the exclusive right (subject as hereinafter provided) to operate surface street railways in the City of Toronto—excepting on that portion (if any) of Yonge-street, from the Ontario and Quebec railway tracks to the north city limit, over which the Metropolitan Street Railway Company claims an exclusive right to operate such railways, and the portion (if any) of Queen-street west (Lake Shore-road), over which any exclusive right to operate surface street railways may have been granted by the corporation of the County of York for a period of 20 years, which shall be renewed for a further period of 10 years in the event of legislation being obtained to enable this to be done, and the city will assist in endeavoring to secure such legislation.

(a) Over those portions of Yonge-street and Queen-street west (Lake Shore-road) above indicated, the purchaser shall have an exclusive right to operate surface street railways so far as the city can legally grant the same.

2. The party whose tender is accepted (and who is herein called "the purchaser"), must state in his tender a price at which he will take over all the property to be acquired by the city from the Toronto Street Railway Company, as it stands on March 14, 1891, including the rails, points and sub-structures of all tracks now laid, real estate, buildings, shops, rolling stock, horses, machinery, stock and all other articles owned or to be owned by the award of the board of arbitrators.

3. The city will furnish schedules (marked "A" to "E") of the above, as submitted by the Toronto Street Railway Company to the board of arbitrators; but will only undertake as to the tracks actually constructed (in schedule "A") and the real estate, buildings and shops (in schedule "B") and that all or any of the articles mentioned in said schedules will be forthcoming on the said March 14, 1891.

(a) The city will convey and deliver to the purchaser and the purchaser shall take over and pay for all the property and effects (whether mentioned in said schedules or otherwise) which the city acquires from the Toronto Street Railway Company under the said award; and if anything mentioned in said schedules is wrongly mentioning, or if anything is acquired by the city, as aforesaid, which is not specified in said schedules, the purchase money to be paid as herein provided shall be subject to such increase or abatement as may be agreed upon between the city and the purchaser, or (in case they fail to agree within 10 days after acceptance of tender) as shall be fixed by the Judge of the County Court of the County of York, who is hereby appointed sole arbitrator for that purpose, with all the powers of arbitrators appointed under the sections of the Municipal Act relating to the appointment of arbitrators.

4. The purchaser must accept the title to the above properties which the city acquires or will acquire by virtue of the award of the arbitrators, and must search the same at his own expense, and the city is not to be bound to produce or show any documents or evidence of title except such as are in its possession or power.

How To Be Paid For.

5. The sum tendered for the above properties, except horses, cars, harness, stock, and other moveable properties and effects which are to be paid for in cash at the time the contract is entered into, may either be paid in cash or secured to the satisfaction of the City Treasurer, and paid in four equal quarterly payments, counting from the date of contract and bearing interest at the rate of 5 per cent. per annum from March 14, 1891, till paid.

N.B.—There is outstanding $600,000 debentures issued under the authority of the Act, 47 Vict. (Ont.), cap. 79, bearing interest at 6 per cent. per annum, payable half-yearly, and there have been issued by a similar undertaking as in said Act is provided. These debentures do not mature until 1914. The purchaser takes the property subject to this charge, and is to retain existing mortgages amounting to about $40,000, and assume payments of those with the interest accruing thereon from the date of purchase.

6. The purchaser shall not charge the undertaking with bonds or debentures for a longer period than the term of this contract.

7. At the termination of this contract the city may (in the event of the council so determining) take over all the real and personal property necessary to be used in connection with the working of the said railways, at a valuation to be determined by one or more arbitrators (not exceeding three) to be appointed as provided in the municipal acts and the acts respecting arbitrations and references, and to have all the powers of arbitrators appointed under said acts, but the city shall only pay for the real property, what it will then bring, or what it is worth, without reference to its value for the purpose of operating a street railway or railways, and no allowance shall be made to the purchaser at the expiration of the term of this contract in respect to the unearned increment which may, during the period of this contract, have accrued to the lands so taken over by the city.

8. The city will construct, reconstruct and maintain in repair the roadways and pavements on all streets traversed by the railway system, but not the tracks and substructure required for the said railways.

9. The purchaser shall pay to the City Treasurer the sum of $800 per annum per mile of single track (not including turnouts), such sum or sums to be paid in four quarterly instalments, as follows: Jan. 1, April 1, July 1 and Oct. 1 of each year, or on the first judicial day after each of said days respectively, and shall also pay the City Treasurer monthly on the first Monday of each month —— per cent. of the gross receipts from fares obtained by operation of said street railway system. The amount of said percentage shall be adjusted by arbitration every ten years, but shall never be less than the amount originally offered.

All books kept by the purchaser shall be subject to monthly audit by the city auditors, and all reasonable facilities for such audit shall be afforded by the purchaser.

Tracks and Roadways.

10. The purchaser shall maintain the ties, stringers, rails, turnouts, curves, etc., in a state of thorough efficiency and to the satisfaction of the City Engineer, and shall remove, renew or replace the same as circumstances may require. When a street upon which tracks are now laid is to be paved in a permanent manner, on concrete or other like foundation, then the purchaser shall remove present tracks and substructures and replace the same according to the best modern practice by girder rails, improved points and substructures of such description as may be determined upon by the City Engineer as most suitable for the purpose, and for the comfortable and safe use of the highway by those using vehicles thereon; and all changes in the present rails, tracks and roadbed, constructions of new lines or additions to present ones, shall be done under the supervision of the City Engineer and to his satisfaction.

11. When the purchaser desires to change any existing tracks and substructures for the purpose of operating by electric, cable or other motive power recommended by the City Engineer and approved of by the council, the city will lay down a permanent pavement in conjunction therewith upon the track allowance (as hereinafter defined) to be occupied by such new tracks and substructures. This shall first apply only to existing main lines and thereafter to branch lines, or extensions of main lines, as and when the City Engineer may from time to time recommend and the City Council may direct and require; but such tracks as are now laid on a permanently formed roadway must, when so required as aforesaid, be changed by the purchaser as hereinbefore provided without any change of roadbed being made or any expense occasioned to the city thereby.

12. The gauge of the system (4 ft. 11 in.) is to be maintained on main lines and extensions thereof and branch lines and extensions thereof; and the location of the railway on any street shall not be made by the purchaser or confirmed by the council until plans thereof showing the proposed position of the rails, the style of rail to be used, and the other work in each such street have been submitted to, and approved in writing by, the City Engineer.

13. The tracks shall conform to the grades of the streets upon which they are respectively laid, and shall not in any way change or alter the same without the written permission of the City Engineer.

14. No existing line shall be extended, and no new line opened for traffic, until the purchaser shall have obtained a certificate in writing from the City Engineer that the same has been constructed to his satisfaction.

15. The purchaser shall not extend any line of the said railways beyond the limits of the city, or acquire, own, control or operate a line or lines connecting or in conjunction with or adjoining a city line or lines forming practically prolongations thereof, without first having had the plans of the same approved of in writing by the City Engineer and confirmed by the City Council.

How the Lines May be Extended.

16. The purchaser will be required to establish and lay down new lines and to extend the tracks and street car service on such streets as may be from time to time recommended by the City Engineer and approved of by the council, within such period as may be fixed by bylaw to be passed by a vote of two-thirds of all the members of the council; and all such extensions and new lines shall be regulated by the same terms and conditions as relate to the existing system, and the right to operate the same shall terminate at the expiration of the term of this contract.

17. In case the purchaser fails to establish and lay down any new line, as aforesaid, and to open the same for traffic, or to extend the tracks and services on any street or streets within such period as may be fixed by bylaws of the City Council, to be passed as hereinbefore provided, the privileges of laying down such new lines or extensions on the street or portion of street so abandoned by the purchaser may be granted by the council to any other person or company, and the purchaser shall in such case have no claim against the city for compensation.

18. The city shall have the right to take up the streets traversed by the railway lines for the purpose of altering the grades thereof, constructing or repairing pavements, sewers, drains or conduits, or for laying down or repairing water or gas pipes, and for all other purposes within the powers of the corporation, without being liable for any compensation or damage that may be occasioned to the working of the railway or the works connected therewith.

19. The privilege hereby granted is also subject to any existing rights (statutory or otherwise) of any other corporation which now has power to open or take up the streets of the city, such rights to be exercised with the permission and under the direction of the City Engineer.

20. The purchaser shall within one year from March 14, 1891, discontinue the use of the buildings at present used as stables in Scollard-street, and also the buildings in Yorkville-avenue, and shall provide at its own expense suitable buildings in lieu thereof in a locality near the northern terminus of Bathurst-street or Yonge-street line.

21. The track allowances (as hereinafter specified) whether for a single or double line, shall be kept free from snow and ice, at the expense of the purchaser, at all times when the cars are being continuously; but the purchaser shall not sprinkle salt or other material on said track allowances for the purpose of melting snow or ice therefrom without the written permission of the City Engineer, and such permission shall in no case be given on lines where horse power is used.

22. If the fall of snow is less than six inches at any one time, the purchaser must remove the same from the car tracks and spaces hereinafter defined and shall, if the City Engineer so directs, evenly spread the snow on the adjoining portions of the roadway; but should the quantity of snow fall to the depth of three and six inches in depth, the whole space occupied as track allowances (viz., for double tracks, sixteen feet six inches, and for single tracks, eight feet three inches), shall, if the City Engineer so directs, be at once cleared of snow and ice and the said material removed and deposited at such point or points on or off the street as may be ordered by the City Engineer.

23. If the purchaser becomes bankrupt or insolvent, or makes any assignment for the benefit of creditors, or becomes subject to the operation of any winding-up act or allows an execution against his goods or lands to remain in the hands of the sheriff of Toronto unsatisfied for more than thirty days, then and in any such case, all the rails, stringers, ties, turnouts, points, siddings, etc., shall become the property of the city without compensation to the purchaser.

Electricity Within Two Years.

24. Electric, cable or other new system of motor, or a combined system recommended by the City Engineer and approved by the council as suitable, is to be introduced within one year, and used, at least on the following main lines, within two [this was erroneously printed three years in former copies of these specifications.—ED. WORLD] years from date of contract, viz.: Queen-street, from the eastern city limit to High Park (or as near thereto as the city may then have power to grant a right to operate a line on said street); King-street, from its intersection at Queen and River Don to intersection with Queen at Roncesvalles-avenue; Front-street, from Simcoe to Frederick; Yonge-street, from Front to Ontario and Quebec Railway tracks; Frederick and George-streets, from Front to King; Sherbourne-street, from King to North-drive; Elm-avenue, from Sherbourne easterly to Glen-road; Spadina-avenue, from King to Bloor; Parliament-street, from Queen to Carlton; Gerrard-street, from Greenwood-avenue to Parliament; Carlton-street, from Parliament to Yonge; College-street, from Yonge to Jamieson-avenue, at intersection of Dundas; Dundas-street, from Queen to the bridge; Bloor-street, from Sherbourne to Roncesvalles-avenue; York-street, from Front to Queen; McCaul-street, from Queen to College; Broadview-avenue, from Queen to Danforth-avenue.

25. Horse power may be continued on branch and other lines under written permit from the City Engineer, who shall have the right to order extra horse power to be employed on steep grades.

26. The speed required and frequency of service on each main line, part of same or branch, is to be determined by the City Engineer and approved of by the City Council.

27. Day cars are to commence running on all routes not later than 5½ a.m., and to run until 12 o'clock midnight, at such intervals as the City Engineer, with the approval of the City Council, may from time to time determine.

28. Night cars are to be run on such routes and at such hours and intervals as may be decided upon by the City Engineer and approved of by the City Council.

Tickets and Fares.

29. Single (cash) fares to be 5 cents each.

30. Fares on night cars to be double the ordinary maximum single fare rates.

31. A class of tickets must be sold at the rate of 8 for 25 cents, the same only to be used by passengers entering the cars between the time the daily runs commence and 6 a.m. and between 5 and 7 p.m. Another class must be sold at the rate of 25 for $1 and still another class at the rate of 6 for 25 cents.

32. Children under 9 years of age and not in arms are to be carried at half fare rates; infants in arms are to be carried free; school children are to have tickets at the rate of 10 for 25 cents.

33. The payment of a fare shall entitle the passenger to a continuous ride from any point on said railway and branches to any other point on said railway within the city limits; and to enable this service to be carried out transfer tickets must be issued by the purchaser.

34. Police constables in uniform, detective police officers in the employ of the city and (while a fire is in progress) members of the City Fire Department shall be carried free.

35. The purchaser shall be liable to, and shall indemnify the city against, all damages arising out of the construction or operation of the said railway system.

36. Cars are to be of the most approved design for service and comfort, including heating, lighting, signal appliances, numbers and route boards. They must be kept clean inside and out, and free from advertisements; platforms must be provided with gates. Cars are to be used exclusively for conveyance of passengers, and smoking will only be allowed on front platform of closed cars, and in rear seat and platform of open ones.

37. Each car is to be in charge of a uniformed conductor, who shall clearly announce the names of cross streets as the cars reach them. Conductors shall not permit ladies or children to enter or leave the cars while in motion, and shall only receive and discharge passengers on right or curb side of vehicle on double track routes. On branch and light suburban lines, where horse-power is permitted, single horse cars may be run in charge of a uniformed driver.

38. Cars are not to be overcrowded (number of passengers for each class of cars to be determined by the City Engineer and approved by the City Council).

39. Cars shall only be stopped clear of cross streets and midway between streets where distance exceeds 600 feet. Cars to have right of way and vehicles or persons not to obstruct or delay their operation.

40. No car shall run on the Lord's Day.

Sixty Hours Per Week.

41. No employe shall be compelled to work in the service of the railways for a longer period than 10 hours per day or 60 hours per week or on more than 6 days per week, and no adult employe in the service of the railway shall be paid less than 15 cents per hour.

42. The City Council may from time to time during the period of this contract, by a bylaw to be passed by a vote of two-thirds of the whole council, make such further regulations as they may think necessary for the safety and convenience of passengers and of the public and to ensure the proper working of the railways; (but no such bylaw shall have any force or effect unless and until it has been approved by the Lieutenant-Governor-in-Council).

43. Nothing herein contained shall be taken as conferring upon the purchaser any right to construct or operate underground, overhead or elevated railways in the city of Toronto, and the right to construct or operate or to authorize the construction or operation of such railways in the said city or in any part thereof is hereby expressly reserved.

44. In case of any dispute or difference of opinion arising during the time of this contract between the purchaser and the city as to the meaning or construction of this specification, or of the contract to be prepared as herein provided, the same shall be determined on summary application after two clear days' notice to the other party by the person who for the time being fills the office of Judge of the County Court of the County of York, who may as arbitrator determine the same with the powers, as to costs and of arbitrators under the Municipal Act, and his decision shall be final.

45. A deposit in cash, marked check payable to the order of the City Treasurer, or other security, to the value of $2,000, to be to the satisfaction of the City Treasurer, is to accompany each tender as a guarantee, returnable by city if offer not accepted. In the case of the successful bidder the amount of deposit will be retained until a formal contract with bonds, etc., in the usual form of city contracts and to be approved by the City Solicitor, has been duly entered into, and will be forfeited to the city if the party fails to completely execute the contract within thirty days after notification to enter into same.

46. In case of neglect or failure on the part of the purchaser to perform any of the conditions of the contract to be entered into in accordance with the above specification, the purchaser shall in each such case of failure forfeit and pay to the city the sum of $10,000 as liquidated damages and not as a penalty.

N. B.—Parties may submit offers or tenders with their own terms and specifications, and in the event of such parties making such alternative tenders one deposit shall suffice.

Business of the Toronto Street Railway.

By the returns submitted to the arbitrators for the years 1884 to 1890 inclusive, following are the receipts and net earnings of the Toronto Street Railway:

	Net Earnings.	Gross Receipts.
1884	$100,959 34	$287,109 32
1885	133,589 90	346,981 47
1886	137,117 13	401,332 34
1887	171,532 79	491,391 53
1888	179,151 63	577,575 49
1889	204,671 03	693,016 99
1890	242,983 42	740,129 80

In seven years the net revenue is more than doubled and the gross receipts have a good deal more than doubled.

Their New Organ Opened.

One of the most prosperous of Toronto's many West End churches is College-street Presbyterian. Built five years ago at the junction of Bathurst-street it was then considered too large for the congregation. Not so now, for the congregation roll exceeds 700 and there is a large body of adherents. Hitherto the psalmody and spiritual inferiority and feeble tone of the organ have rendered the inadequacy of this instrument led to a generous subscription, the result being a commission to Warren & Sons of McCullrich-street to build a first-class organ. This they have done at a cost of over $3000. Last night the church and congregation had a taste of its quality. In large numbers they sat and "let the sweet music creep into their ears." The result was satisfactory; the organ is not only an ornament to the auditorium, but of good compass and much sweetness. Combined with the organ opening was a pleasant concert. The soloists were Mr. and Mrs. H. M. Blight, Mr. and Mrs. W. James, Mr. Galloway was accompanist, Mr. J. Alexander conductor. The choir sang with taste and spirit; four anthems: "Blessed be the Name," Buckley; "Watchman, What of the Night," Sullivan; "O Zion, Blest City," Bruch; "Great is the Lord," Zohr. The organ solos of Mrs. Blight were exquisite performances.

A Successful Man on.

The medical mission of Burdock Blood Bitters in curing constipation, has been markedly successful. No other remedy possesses such peculiar power over this disease. Was very bad with costiveness, and one bottle of B. B. B. cured me, would not be without it, says

MRS. WM. FINLEY, JR., of Bobcaygeon, Ont.

An Audacious Impostor.

Mr. Botsford, the well-known West End drygoods importer, is looking for a man who is trying to collect accounts in his name. The annoying part of the business to Mr. Botsford as well as his customers is that there are no legal accounts to collect, the business of this establishment being run on a strictly cash basis. The would-be collector has been insulting in most all the cases reported, and it is Mr. Botsford's earnest wish that the man who is thus trying to drag his business into disrepute should be punished by law as he deserves.

Mother and Babe.

GENTLEMEN,—I have used Haggard's Pectoral Balsam for a bad cough, and was cured by one bottle. My babe, only two months old, also had a cold and cough, and on giving him some it helped him very much.

MRS. E. J. GORDIER, Florence, Ont.

Toothache cured instantly by using Gibbons Toothache Gum. ed

The people have no more right to vote on the Sunday car question than they have to vote whether they shall be allowed to steal or commit adultery.—Ald. Moses, council meeting, Dec. 22.—Advt.

Choice Christmas Fruits and Table Delicacies.

Marx & Co., grocers, 280 Queen-street telephone 713, have the largest and choicest stock in the city of Christmas fruits and table delicacies. They make a specialty of shipping family orders to all parts of Ontario. Send for price catalogue. 135

Much distress and sickness in children is caused by worms. Mother Graves' Worm Exterminator gives relief by removing the cause. Give it a trial and be convinced.

MODERNS AND CLASSICS.

The Status of the Former in Toronto University Criticised—The Matter Before the Classicals.

The Modern Language Association continued its session yesterday morning and afternoon. These officers were elected: Honorary president, Hon. Chancellor Boyd; president, William Tytler, B.A., Guelph; vice-president, G. A. Chase, B.A., Toronto; secretary-treasurer, J. Squair, B.A., re-elected. Councillors—W. H. Vandersmissen, M.A.; F. J. Steen, M.A., Bishop Ridley's school, St. Catharines; F. H. Sykes, M.A.; G. E. Shaw, B.A.; W. H. Fraser, B.A.; E. J. McIntyre, B.A.; J. Seath, B.A.; L. E. Embree, M.A.

A resolution was passed accepting the report of the committee appointed to devise means for bringing the unsatisfactory status of modern languages in Toronto University to official notice, and reappointing the same committee to bring its report before the Ontario Government. It was also resolved to request the senate of Toronto University to make changes in the conditions surrounding the Prince of Wales scholarship so as to recognize the equality of modern languages.

There appears to be no doubt in the minds of the association that something is grievously wrong about the status of moderns at the university, though why the authorities persist in keeping this department down seems to puzzle the members. Strong opinions were expressed, and judging by the spirit shown in the discussion the matter will not rest till it is put to rights as far as the university is concerned.

The afternoon session opened with a paper by Prof. Alexander, in which he explained the *rational* of the curriculum recently adopted in English in Toronto University. It was clear from his paper that the curriculum, as far as possible, had been scientifically arranged. He advocated the taking into account with the final examinations of the work done throughout the year.

Mr. Vandersmissen supported the latter idea and explained how things are done in Germany. It is proposed to add seminary rooms as wings to the new library building, in which special small libraries will be located and seminary classes conducted.

Mr. Chase made a plea for the study from a comparative standpoint with English of the languages of people who by influx had contributed to the stock of modern English words.

J. Squair said the new curriculum was much better than the old and they must not go too fast.

Mr. Keys said that in his lectures he had been accustomed to put Mr. Chase's idea into practice. It would be difficult to get along without doing so.

A paper by Mr. W. H. Houston, M.A., was read in the absence of the author, by Mr. Squair. "Some ways of making English more valuable educationally" was the subject. The author deprecated the present use of conversational and oratorical culture in schools, and a slavish use of text-books in grammar.

Mr. Houston proposed to sweep away authorized text-books altogether.

The rise and growth of words in French-Canada" by Mr. C. Contant, M.A., was read the next paper. The French-Canadian has adopted many new words for use in occupations. The examples chosen gave the paper exceedingly picturesque interest. There was a short discussion of the paper.

The session will conclude this morning.

A Breeze in the Classical Association.

The Classical Association concluded its meeting yesterday afternoon. Prof. Hutton was in the chair. Prof. H. R. Fairclough read a paper on "Pronunciation of Latin," advocating the adoption of the Roman pronunciation of the Augustan age, as adopted by the heads of the Universities of Oxford and Cambridge, as the standard for English, now in use in Canada. Mr. J. C. Morgan of Walkerton read a paper on "The Difficulties of Teaching Latin Prose." He claimed that Bradley's Arnold's was unsuitable and too difficult, and advocated exercises based on the texts used in the schools. Mr. W. R. Rutherford created a stir by his paper on "The Advantages of Classical Study." He maintained that modern languages were of equal value with classics as regards mental force. This heterodoxy in the very camp of the classicists raised a vigorous discussion.

Prof. Nicholson of Queen's University prepared a paper on "The New Philology." The new school, he claimed, differs from the old in the prominence given to the Greek language as the best type of the Indo-European mother tongue. The professor showed how the sciences had explained by the guna and vriddhi of the old school but by the theory of ablaut suggested by the new. Mr. E. W. Haggerty of Mount Forest read a paper on "Poetical Selections for Primary Course in Public Schools," Mr. J. C. Robertson, Owen Sound, one on "A New First Latin Book," and Prof. Bell of Victoria University, Cobourg, read a critical dissertation on "Interest and Refert."

The Science Teachers in Session.

The science teachers met yesterday at 10. These officers were elected: Honorary president, Prof. Ramsay Wright, M.A.; president, Dr. Knight, M.A., Cobourg; vice-president, W. S. Ellis, B.A., Cobourg; secretary, William Burns, B.A., St. Catharines; councillors, H. B. Spotton, M.A., Barrie; E. W. Merchant, M.A., London; Dr. Macallum, Toronto; W. H. Stevens, B.A., Lindsay; Dr. Goodwin, Queen's University; auditors, N. McEachern, B.A., and W. H. Stevens, B.A.

At 2 Dr. Goodwin read a paper on "Curricula of Science Study," showing the value of making of science study inductive for early pupils and not deductive. The greatest sin of the age was forcing readymade classifications on young children.

Dr. Macallum wished a little theory as well as practice.

A vote of thanks was tendered Dr. Goodwin.

Mr. D. F. H. Wilkins, B.A., followed with a paper on "Physical Geography—Why and How it Should be Taught in High Schools." This subject was the worst taught of all. It was subordinated to history and given to inferior teachers because of its small examination value. Lessons should sometimes be given in the open air so that children might see what was being talked about.

The last paper was by Mr. W. H. Stevens on "Agriculture, With Special References to Insects Injurious to Plants." Little was being done by scientists to instruct farmers in agricultural chemistry and other subjects. He knew a field on which wheat had been cropped for 18 successive seasons. There is a vast loss of crop on account of ignorance such as this.

The subject should be introduced to young children so that their interest would be intelligent in later years. The paper was capitally illustrated by drawings of insects.

A discussion followed in which the opinion was freely expressed that science should be a part of early education and be taught by competent teachers. Capt. Mauley, who was present, expressed views similar to those just indicated.

The session will conclude this morning.

High School Men in Arms.

A special session of the High School Section of the Ontario Teachers' Association was held last night in the theatre of the Educational Department. There was a l