The Toronto World.

NO 83 YONGE-STREET, TORONTO

A One Cent Morning Paper.

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Civic Stagnation.

Civic affairs are in a deplorably stagnant condition, and the immediate future has no relief in sight. We will remain in our present helpless condition until the present "administration" is kicked out of office. It richly merits kicking out of a very energetic order. Mayor Fleming has proved a terrible jonah for this city. Taxes this year are higher than they have been since 1879, or 14 years ago. And not only are taxes high, but they are based on inflated assessment. And notwithstanding the big taxes we are paying, there is no public work in progress. The city is at a dead standstill. There is no prospect of any further conversion of the street railway to the trolley system this year. The people are now paying the penalty for their swelling the head of a third-rate man and putting him into a responsible position. Fleming isn't so much to blame as the people who elected him. It is a great misfortune to Toronto that the people have so often been led astray by demagogs. When a man of genuine business ability competes for civic honors with a local preacher coated demagog the people look at the coat and say, "There, indeed, is an honest man. See his coat." Fleming is of the local preacher order. The public made an egregious blunder in arming this man with the power and dignity pertaining to the Mayor's office. Not a single thing outside of common-place routine has he done during his two terms of office. Whenever he has busied himself in civic affairs it has been in connection with some petty intrigue to dismiss an official or to divert a contract from the party who rightfully should get it to someone who has a pull on the Mayor's past or prospective gratitude. What a bungle the paving contracts have resulted in! Nothing has this man Fleming touched but he has made a mess of it. As for taking up new measures the idea never enters his head. There is the waterworks question for instance. It is now seven months since the fundamental part of the system rose before our eyes like a nightmare and disclosed the handiwork of scamp officials and contractors. Since that time the public have had no confidence whatever in the water we are drinking. Yesterday two lengths of the conduit pipe were taken up at the lake end and they were found to be full of sand and muck and incapable of conducting water. Our water is not coming from the supposed intake at all. Where does it come from? No one can tell us. And yet this is the most important question that the people have to deal with. A pure water supply should be our first consideration. Having no confidence in the present plant the people are anxious to have laid before them a report on the possible schemes for furnishing us with pure lake water. The city officials have had little work on hand this summer, and our water supply problem ought to have been threshed out by this time. But we have heard of no such thing as a report on the situation. Mayor Fleming was one of the six who opposed the submission of the Sunday street car question to the people. Think of that, citizens, you who put him at the head of the polls with his 3000 majority! What a farce that election of Fleming's was! The people gave the largest majority ever recorded in a mayoralty contest to the most incapable mayor this city has ever had, and yet this man poses as the equal of Holy Willie in matters spiritual. He is a local preacher and talks confidentially with that blatherskite F. S. Spence on Prohibition and Salvation. How long will the city continue to put up with that clique whose representative men are Fleming and Spence! This party Spence is a public busybody, a professional howler and a downright nuisance. With Spence howling on rum a Salvation Army captain is nowhere. If there were twenty such men as Spence in town there would be no living in Toronto. Not because there is anything brilliant in Spence, but simply because he howls and whines and disgusts people with his mock piety and virtue. Spence makes his living by shouting, and that is why he shouts. Luckily we will get rid of Fleming in a few months, but one of the most encouraging things in this hot weather is the contemplation of the fact that there is no law to prohibit such quacks and Pharisees as Spence from inflicting themselves on the public.

We trust that our civic affairs next year will be entrusted to the care of a different stamp of men. If the Sunday car movement carries, as it undoubtedly will, there will be a grand disappearance from the scene of the local preacher and the rum howler and the all-round purist. They cannot disappear too quickly.

The Federal Bank of Canada.

A meeting of the shareholders of the Federal Bank was held yesterday, which resulted in the unanimous re-election of all the old directors, Messrs. Hammond, Hendrie, Hoskin, Long, Thompson, Langmuir and Wood, and the report was adopted. The accounts exhibited by the General Manager showed that the bank has been practically wound up and the final dividend paid to the shareholders. It was announced that the circulation and deposits, together amounting to nearly $5,000,000, had been paid, and those interested were not kept a single day waiting for their money. The bank did not even seek the protection of the notice clause in deposit receipts. In addition to this the shareholders received $632,250, and they received as well before the bank closed $225,000 in half-yearly dividends. A vote of thanks was unanimously passed by the shareholders present to the Executive Committee, Messrs. H. C. Hammond, John Hoskin, Q.C., LL.D., and S. Nordheimer, and in moving the resolution the Hon. S. C. Wood in vigorous terms said he could speak from personal knowledge as to the careful, successful and economical manner in which the committee had realized the assets and wound up the affairs of the bank, sentiments in which the meeting very cordially concurred. Mr. Edward Martin, Q.C., seconded by John Hoskin, Q.C., LL.D., proposed a vote of thanks to the general manager, which was unanimously assented to. Mr. Hoskin speaking to the resolution said that Mr. Yarker had performed his duty ably and faithfully. Mr. Hammond, the president, confirmed Mr. Hoskin's statement, and added that Mr. Yarker had in many difficult and delicate duties carried out his work with tact and unwavering courtesy and success.

Reciprocity and the Tariff Reduction.

The Globe is going to have a difficult task to convince the Canadian farmer that access to the markets of the United States will better his condition. Mr. Taylor, the member for Leeds, adopted a better method than that pursued by The Globe editor, to ascertain the fact whether or not such access would be desirable. Mr. Taylor took a delegation of farmers across the St. Lawrence River, where they obtained definite information as to the present condition of the United States farmers. The delegation were convinced, after contact with their confreres on the other side of the line, that the Canadian farmer, with his so-called limited market, is better off than the farmer who has a market of sixty millions wherein to sell his produce. Reciprocity with the United States is desirable under certain conditions, but under no conditions, not even by annexation, would the condition of the Canadian farmer be much improved. It is Europe and not the United States that determines the price of the principal products of the Ontario farmer. Nor will the alleged tariff reduction plank of the Liberal platform afford more relief to the Canadian farmer. If Mr. Laurier found himself in power to-morrow he would have to raise the same revenue that is collected to-day. It is possible for him to re-arrange the tariff, but he will have to collect the same amount of taxes from the people as they pay to-day. If he rearranges the tariff so as to relieve the farmer, then he will make the burden heavier for the mechanic and laborer of the city. But these classes are already taxed just as heavily as the farmer.

A paper published in St. Thomas of pretended liberal instincts, says Sunday cars will Americanize our Canadian Sabbath. We know of no man, paper or concern which has tried so hard, with such small success, to Americanize Canadian institutions as The St. Thomas Journal. Those who advocate Sunday cars for Toronto are advocating a British Sunday for Toronto, a Sunday like they have in Liverpool, in Glasgow, in Dublin, in Manchester, in so far as conveniences for getting about a city is concerned. But the St. Thomas Journal's scheme of annexation, if carried out, would have given us in its entirety the Sunday of Chicago and Buffalo, the divorce laws of South Dakota, and a thousand other American evils that we thank God we have missed and The Journal failed in imposing on us. So much for this twaddler.

Lord Macaulay was against more than six days' labor, as The Globe has pointed out. But Lord Macaulay is not on record against the Sunday busses of his day or the pleasure boats on the Thames on Sunday. Indeed he often used them.

Fleming's Questionable Taste.

[From The Metropolitan, Montreal.]

The letter of the Mayor of Toronto complimenting Mayor Desjardins upon his liberality, as evidenced by his speech to the Christian Endeavorers, was well meant, of course, but by many is considered in questionable taste as appearing like an expression of surprise that his worship of Montreal knew the proper thing to do and was liberal-minded enough to do it. We have no doubt that the Mayor of Toronto meant well, and his effusive communication will doubtless be accepted in good part; but all the same, in tact and diplomacy he is several points behind his brother of Montreal.

A Hint to R. J. Fleming.

The friend who calls you Tom or Jack
And shows by thumping on your back
His sense of your great merit
Must surely be a friend indeed,
Or you would never take the heed
To pardon or to bear it.

A Question of Nationality.

Editor World: A youth's father and mother are Germans, and the youth was born in Detroit. Which is he, an American or a German? READER.

[There are several possible conditions to be taken into account in answering your question:

1. If the child was born in America and passed his childhood there he would be looked upon by the American or Canadian Government as an American. Though if he returned to Germany before he became of age the German Government would consider him a German, and as such liable to service in the army.

2. If the parents returned to Germany with the boy or sent him to reside there shortly after his birth and he remained there, he would be considered as a German both by the German and other nations.

3. If the parents were in America in the official capacity of servants for the German Government the child would be considered both in America and Germany as German born.

4. If the boy remained in America and his father took the oath of allegiance to the American Government before the child became of age, he would become an American in virtue of his father's act.

In the first two cases, if the boy when he became of age choose to be considered an American he would simply have to take the oath of allegiance to the American Government, in which case he would be considered a native-born American.—ED. WORLD.]

A Day's Outing.

The palatial new boat of the Niagara Navigation Company, the Chippewa, makes her first regular trips to-day. For the rest of the season there will be six trips each way daily between Toronto and Niagara-on-the-Lake. On these hot days when inland there is not a breath of air stirring, there is nothing more cooling than a sail across the lake, and a few hours' stay at the Queen's Royal Hotel for luncheon and dinner. Those who are more fortunate and can take an outing, will be more happy if they are able to make a longer stay at this delightful resort where the lake breezes and aerated zephyrs make the air perennially cool. At Saturday evening's hop Kuhn's orchestra from Buffalo will furnish the music. Among the events which take place at the Queen's Royal shortly are the Anglers' congress to celebrate the Walton Tercentenary Aug. 9th and 10th; Ontario Bowling Association's annual tournament, Aug. 23rd and following days; annual tennis tournament Aug. 29 and following days.

Railway Tariff.

The Tariff Committee of the Canadian railways met at the Board of Trade yesterday, Mr. Bosworth (C.P.R.) in the chair. The others present were Mr. Cunningham of Montreal (G.T.R.), Mr. Harris (G.T.R.), John Earls (G.T.R.), Mr. Bulling, Montreal (C.P.R.), Mr. Sutherland, Toronto (C.P.R.), and Mr. N. Weatherston (Intercolonial and West India Steamships.) The chief business was with the inland steamboat lines, all of which were represented in the conference.

Long Branch.

Grace Church Sunday School picnic was held at Long Branch Grove yesterday. The weather was very warm in the city, there being a sort of simoon breeze of hot air or dust sweeping through the streets. Long Branch was just the place, with the tempting sail and cooling shades. And to Long Branch they evidently decided to go. For instead of 500 as expected, nearly 1000 persons availed themselves of the refreshing trip, and returned per steamer Lakeside in the evening delighted with the woodland beauties and very complete conveniences of Long Branch as a picnicing resort. To-day the First-avenue Baptist Sunday School take possession of this exceptionally lovely spot.

Are You Going Out of Town?

If you are, remember that The Sunday World, containing in brief nearly all the news to be found in the Monday morning papers, besides the week's society gossip, sporting gossip, theatrical gossip, bright editorials and many special features, but no politics, except in the form of news, will be mailed to you free on Saturday night for 20c a month or 50c a quarter, and will reach you from 6 to 24 hours ahead of the Monday papers.

Hunting Died From His Injuries.

Matthew Bunting, the C.P.R. baggageman who was crushed between freight cars at Kehilworth on Monday, and brought to Toronto, died at 3 o'clock yesterday morning as a result of his injuries.

Deceased leaves a wife and one child, and his body was taken to his home at Teeswater on the 5 o'clock train yesterday.

Herbert Sharp Has a Chance For Life.

Herbert Sharp, the man who was so badly hurt by a circular saw in the G.T.R. shops Monday afternoon, and who was not expected to live, was slightly better last night and may yet recover.

Holloway's Corn Cure destroys all kinds of corns and warts, root and branch. Who, then, would endure them with such a cheap and effectual remedy within reach?

THE SUNDAY CAR QUESTION.

[Continued from first page.]

aldermen, but although he told it three times the applause that he waited for didn't come.

The Latest Ghost Story.

He expressed the belief that the interest on the Street Railway Company in this city represented a capital of $10,000,000, and stated that all signs indicated that the present syndicate which controlled the railway company was preparing to put its stock on the market, and wanted the Sunday cars merely to increase their revenue $100,000 a year. He didn't intend to argue Sunday cars. The sole question before the people was whether the street railway shall control the city or not. "The robber's hand is at your throat, Toronto," he cried dramatically, "and this is a victory you need to have over an aggressive and unscrupulous corporation."

The street car company should never be allowed to run Sunday cars until they agreed to hand over one-half of their aggregate receipts on that day.

S. R. Heakes would oppose Sunday cars because he thought it would imperil the Saturday half holiday.

Three cheers were given for the anti-Sunday cars and for the Queen.

THEY NUMBERED TWELVE.

The Opponents in Yorkville Are Few But Dauntless.

Ward No. 2 met yesterday evening in Red Lion Hall to finish the work of organization against Sunday cars. When the meeting opened there were just a round dozen present. But, nothing daunted at the smallness of their numbers, gravely and solemnly these twelve apostles of modern asceticism set earnestly to work to share amongst themselves the weighty electoral cares of Ward 2.

Mr. William O'Brien, who acted as chairman, worked himself up to a sudden flood of anger against those aldermen who had so audaciously voted to submit the Sunday car question to the people. He characterized their action as a piece of downright rascality and claimed that it found its origin simply in a desire to leave the door open to frauds and dishonesties of all kinds.

Mr. J. H. Holmes of The Telegram arose and presented himself to the meeting as a deputation of one man representing old Yorkville. He promised if the association would let him have the hall to fill it with a meeting of all the active workers of the neighborhood. He seemed still to be possessed of his idea of the night before that the church was not acting as it had been expected to do, for he promised to give the members of the Methodist church "no rest until they got down to work."

Mr. William Roaf claimed that no matter how solemn and binding was the contract that the Street Railway Company entered into with the city, that it would not be worth the paper it was written on. According to his statement there is not a lawyer in the city clever enough to make this contract so that the street railway could not ride through it. He characterized the one man one vote principle as infamous. The chairman then announced that as there was no further business to do, and as "quite a number of those present" wished to attend the mass meeting in the Pavilion, the assembly would adjourn.

NO MISTAKING THIS.

Builders Laborers Uphold Their Delegate By 35 to 1.

At a meeting of the Builders' Laborers' Union held in their own hall last night, with President Richard Redhall in the chair, the conduct of Delegate Lambe in voting in favor of Sunday street cars in the Trades and Labor Council last Friday night, was discussed and the following resolution passed, there being but one dissenting voice among the 36 members present: That we endorse the action of Delegate Lambe in voting in favor of Sunday cars, and in the opinion of this meeting he acted in the best interests of our union in doing so.

Knights of Labor Approve Sunday Cars.

The regular meeting of L. A. 2305, Knights of Labor, was held in Labor Hall, 173 Simcoe street, Monday night, and a large number of members were present. The principal business enacted was the election of officers for the half year; the result of which was as follows: Master Workman, D. J. O'Donoghue; worthy foreman, Alfred F. Jury; financial and recording secretary, J. H. Gilmore; treasurer, J. A. Smith; delegates to D. A. 125, K. of L., Charles Miller, A. F. Jury and R. Glockling; delegates to Trades and Labor council, D. J. O'Donoghue, J. A. Smith and J. H. Gilmore.

A resolution approving of the action of the Trades and Labor Council in supporting Sunday cars, was passed by a large majority, as was also another resolution requesting the delegates to the district assembly to support a similar resolution. D. J. O'Donoghue, a staunch opponent to Sunday cars, occupied the chair.

MONTREAL'S SUNDAY.

What a Careful Observer Found to Be the Actual Facts.

[From a special correspondent to The World.]

MONTREAL, July 24.—Allow me to submit the following facts, which seem to me well worth the attention of those who are opposing the use of street cars on Sundays in Toronto. For several Sundays I have been observing the street car traffic in this city, on Sunday mornings and evenings. I have had the help of a friend who knows the persons and religious associations of our citizens thoroughly well. I can testify that office bearers, and other members of Presbyterian, Baptist, Wesleyan, and Episcopal churches in this city, use the cars to go to and from their places of worship. The idea of riding on a public conveyance on Sunday being sinful, or a breach of the Sabbath, seems unknown here amongst active and zealous members of evangelical churches. When residing near Birmingham, England, a street car used to pass my door four times every Sunday, which was called "The Carr's-lane Bus." Carr's-lane Chapel had then for its pastor the sainted and celebrated John Angell James, some of whose office-bearers, Sunday school teachers and other members of his flock always used a public conveyance in going to and from divine service.

I saw a letter in a Toronto paper in which this city was held up as an awful warning against Sunday street cars. What, then, are the facts as to attendance at church in Montreal? I have now visited all the Protestant churches on Sundays and found congregations fully up to the average of those in Toronto. If a census were taken of church attendance in this city I am certain, from personal observation, that the total number present at worship very largely exceeds, in proportion to population, the number who attend church in Toronto. I have seen 2000 adults present at Mass at an earlier hour than the vast majority of Toronto church-goers leave their beds. After close observation of a number of Roman Catholic congregations I am satisfied that 90 per cent. of those who attend the public parks on Sunday have been at service, and that large numbers attend public worship far oftener than is usual in Toronto, even amongst those who are most devout. It is true that our parks are frequented on Sunday by many thousands, who reach them by street cars. But I have seen the pastors of Protestant churches in Germany enjoying Sunday afternoons in public parks, promenading and listening to music. Now, as to the men employed on the cars. I have spoken to a number of them, who all seemed as indifferent to sympathy and as unconscious of having any grievance as Canning's knife grinder. They repudiated the idea of having to work seven days for six days' pay. In regard to drinking on Sundays the facilities for obtaining liquor here are far greater than in Toronto, far greater than is desirable. But I have not seen in any public park, or in any street a single drunken man on Sunday in Montreal, although I have gone to some trouble to look out for them. I have, however, seen with extreme delight, many thousands of parents accompanied by their children, enjoying their Sundays in the fresh air, away from their miserable tenements, and I have no hesitation in declaring that but for the street cars of this place running on Sundays, the death rate, amongst children especially, would be increased terribly, and in all probability drinking would be largely increased to kill time now so healthfully and so innocently spent in a public park. Last Sunday night I strolled through St. Henri to St. Louis, where the houses and tenements are far more wretched than any in Toronto. The district has a very ill reputation. I saw billiard rooms open and social hilarity very general, but between 9 and 10 o'clock p.m. I saw not the least sign of excessive drinking or any symptom of any form of disorder. The streets I went through are outside our police bounds and are very densely crowded, shamefully so, as hundreds of dwellings are unfit for human habitation. Yet the open doors and windows showed happy and merry family gatherings. I doubt much whether those people would be as quiet and sober if they were without facilities for reaching public parks on Sundays. I may be allowed to say here that the French people never go out for a Sunday visit to parks without their families. The sight of so many thousands of babies and youngsters playing on the grass is not only charming to witness, but must be pleasing in the eyes of the Divine Being whom we call "Our Father." To accuse Him of wishing to see all these people confined in their pestilential homes on the Sabbath is, in my judgment, blasphemous, for it turns the God of mercy and of love into a brutal, heartless tyrant.

MONTREALER.

Six Days' Labor.

[Editorial in The Globe July 25.]

Now that the Street Railway Company has declared its willingness to enter into an agreement that in the event of a Sunday car service being established workingmen shall not be "permitted" to work more than six days a week, it would be advisable for the City Council to take immediate action in the matter.

It may be well to point out that the secretary of the company has offered to enter into such an agreement before the vote be taken on the Sunday service, and there is no promise to do so after polling day. In the event of a vote being secured in favor of Sunday cars it is probable that the service will be immediately established by the company, and there will be then no chance of securing for the men immunity from the hardships imposed on the street railway employees of Montreal, Halifax and St. John.

It is important that the City Council should now take steps to secure necessary agreements and safeguards, otherwise many men will be practically induced to support the establishment of a Sunday service on false pretences.

The Deanery Resolutions.

Editor World: Your report of yesterday's meeting is excellent. It sometimes happens, however, that reporters, in their difficult task of condensing lengthy speeches, fail to give the gist of the meaning exactly. I will make one correction, which some of your readers may consider important, in regard to my own remarks. My observations in regard to existing Sunday traffic did not refer to the habits of the people in my parish, who, as I said, have comparatively little need of Sunday driving and do very little, but to those of people in more congested parts, who drive through this locality in order to reach the country. They appear to be largely of the working classes, and their horses look as if used for work during the week. My contention was that people of this class would be glad to let their horses rest on Sunday and use the street cars for such physical healing as the country air affords for their needs. I said so in indignant remonstrance against the idea that such people would obstinately continue to use their hard-worked horses unnecessarily and refuse to use the street cars if running. I feel sure that the present Sunday work would be materially lessened both for men and horses by running the electric cars. My plea is for more Sabbath quiet and rest, not less.

One thing about the Sabbath conference resolutions (passed unanimously) escaped your reporter's notice. It was noted at the meeting that in 1888 the London busses, trams and trains were running on Sunday for the benefit of the poorer classes and was passed over by the Bishops in their direct attack upon the amusements of the rich as desecrating Sunday. The fact is that Sunday cars in English cities are an institution of long standing, unquestioned and unquestionable. They are used by everybody except the wealthy classes, who here, on the contrary, have it all their own way at present, with their carriages and cabs. The poor must walk or stay home!

Toronto, July 25. RICHARD HARRISON.

They Will All Ride After Aug. 26.

Editor World: I have not read much of the sea of correspondence on the subject of Sunday street cars, for I have not the temper to contemplate a city of 200,000 English-speaking people in the year 1893 seriously discussing a practical question from an exploded ecclesiastical point of view. That priests and professional religionists should seize the opportunity to advertise themselves is only what might be expected. That Mr. Langtry should for very shame have to let off his domestic slave from cooking a hot dinner on Sundays is at present the only practical outcome of the agitation. So far, so good, and Mr. Langtry's conversion to consistency has been achieved by The World, by the enemy, as he would call you, of the day of rest. Now, Mr. Editor, we have, as stated above, read very few of the letters written on the subject, and so don't know if anybody has touched on the amount of dirt which the antis will have to eat after polling day. For they will—every mother's son and daughter of them—ride in the cars, and avail themselves of the facilities which they are now opposing. Practically, they cannot do otherwise, though to be consistent they should walk or stay at home to gossip, or exercise a petty tyranny over the less bigoted members of their families, and insist upon a penitential gloom pervading their mansions on this Christian festival. I say they must and will ride in the cars, because other mens' doings will compel them to do so, and they cannot put themselves out of joint with the community at large. I hope their names will be taken and published from time to time.

COMMON SENSE.

Mr. Langtry Again.

Editor World: Some of Mr. Langtry's friends and some of the supersensitive critics of social ethics in our midst, I believe, resented your expression of his inconsistency in employing not indispensable Sunday labor. But I am glad to see that he now admits he was wrong and therefore in effect that you were right, for what so dreadful as a high priest whose preaching and practice disagree. But Mr. Langtry has offended again. With remarkable tact of charity he says he knows the sort of people who drive to church on Sunday. They all do so to show their fine clothes and equipages. Well, well! And this from an arch-angel of peace and good-will towards men. P. C. T.

Voters' Lists Completed.

The City Clerk's staff has completed the sum of amendments to the voters' lists. The Anti-Sunday Car Association has a number of typewriters at work making copies of all amendments for the use of canvassers.

ANTI SUNDAY CAR COMMITTEE MEN WHO DRIVE PRIVATE CARRIAGES, IN GENERAL CHORUS.

Committee anti-car men, we
Street Sunday cars disparage;
We want the streets kept clear and free,
To drive our horse and carriage.

In Sunday coupes we shall ride,
But shall the common rabble
In Sunday cars go by our side,
Oh, no, we'll raise a squabble!

When five cent cars we've voted down,
While Sunday rigs so fair go;
How soon we'll show each plebeian clown,
'Tis money makes the mare go!

'Tis sinful folly for a trolley
To carry folks on Sunday,
But our coupe's a holy way
Right every day like Monday.

Most every creed our side will plead
With truly good men teachers;
Each Sunday night to wage our fight
We've roped in gospel preachers.

This plan would go, but strong's the foe,
For there's The World's young Billies
To kill each flaw and quote the law
To squelch our Holy Willies.

A.

TOUGHS BREAK A MAN'S NECK

JOHN WILSON OF GILFORD, ONT., MURDERED IN WINNIPEG.

Found Dead in a Dark Lane At Midnight Robbed of His Money—No Marks of Violence Other Than a Broken Neck—Two Men Arrested, One of Whom Has Confessed.

WINNIPEG, July 25.—John Wilson, who was murdered here on Friday night, was an Ontario man. For 28 years he was section foreman on the Northern Railway at Gilford, a few miles south of Barrie. He came to the Northwest in consequence of his sons-in-laws removing here, and obtained employment on the C.P.R. at Shelly. Seven months ago his wife died and Wilson since that time has not been his former self. He was in easy circumstances, owning a house and lot at Shelly, and of late had not done much work.

At 10 o'clok on Friday he was last seen alive by his friends. At that hour he paid William Pritty an $11 account, and it was noticed that he carried a good-sized roll of bills contained in a leather purse fastened by a clasp. Wilson saw Pritty off on the train and was not under the influence of liquor.

The Finding of the Body.

Shortly before midnight Detective McKenzie, in walking across the yard in the rear of the Albert Hall block, corner of Main and Market-streets, stumbled over the body of a man lying on his face near the middle of the yard. At first he supposed the man to be intoxicated, but on attempting to arouse him discovered by the state of the body that he was either dead or suffering from some disease which causes the body to assume the appearance of death. He investigated with a light and at once informed the police. The body was soon identified as that of Wilson.

His Money Missing.

On the body there was no sign of violence, and but for certain suspicious circumstances the case would have been thought to be one of death from fit or apoplexy, or other natural cause. The suspicious circumstances were that the left trousers pocket was found turned inside out, and his watch was missing, also four of the broken chain being found near where Detective Mackenzie first found the body. His savings bank book, found in his pocket, indicates that on that day he drew out $50 from the Dominion Government savings bank in this city, and it is also stated he received about $30 from the C. P. R. pay car on the 16th inst. Yet the only money found on his person was two 10 cent pieces.

His Neck Broken.

A theory that he was sandbagged arose from the fact that his neck was broken.

Two tough characters named Le Blanc and George Riley are under arrest and one has confessed that they choked Wilson to death in the alleyway. How he came to go into the lane with the pair can only be known when the police make the confession public.

NO RAILS WILL BE LAID

Until the Pavement Contract Disputes are Settled.

President McKenzie and Superintendent Gunn of the Toronto Street Railway Company held a conference with City Engineer Keating yesterday, and stated that their concern would lay no more rails until the permanent pavement dispute is finally settled. It will, however, make a small exception with the short piece of road connecting the College-street and Dundas-street lines by way of Jameson-avenue. The delay over the letting of contracts has, they claim, kept back the introduction of electric cars on certain important streets.

THE LAKE CONDUIT.

Its Outer Length Found To Be Choked With Sand and Other Matter.

The report of Engineer Williams on the re-laying of the lake conduit was laid before Mr. Keating yesterday morning and showed that the two outermost lengths of pipe, 114 feet in all, had been raised and found to be full of sand, slime and muck. This is sufficient proof that the city's water supply could not have come through these pipes, it was claimed. The pipes have been brought to the city and will be tested thoroughly before being relaid. The work is progressing with as much expedition as can be attained in 80 feet depth of water.

A Happy Family at the Queen's Wharf.

Boy: Father, what beautiful steamer is that coming in from the west at such a rapid rate?

Father: That is the steamer Greyhound.

Boy: Is she an ocean greyhound, father?

Father: No, my son, she is the Lorne Park Greyhound and makes three trips a day for your trips there every day, except on Sundays.

Boy: Is she a good safe boat?

Father: Yes, my son, she has passed a very strict examination by the Government inspector, and is certified to be "staunch, strong and seaworthy," and allowed to carry nearly 500 passengers.

Boy: How long does it take her to run to Lorne Park?

Father: Just one hour from where we stand.

Boy: That's splendid. Is Lorne Park a nice place for boys?

Father: It is a delightful spot. Nice high grounds, lots of grass and shade trees; ball and cricket grounds, boating and bathing.

Boy: How much does it cost to get there?

Father: Just one cent a mile for the round trip, or four tickets for a dollar, my son, and if you are a real good boy we will go there to-morrow and take mam, ma, Tommy, Edith and baby.

Boy: Hurrah! hurrah for Lorne Park and the fast sailing steamer Greyhound.

The Blues.

Do you ever get worn out with business troubles or mental exhaustion? Do you ever have the blues? If you do there is nothing that will refresh and cheer you like a good tumbler of St. Leon Water. Its action is directly on the liver, which explains its cheering and exhilarating effect. Every physician of note recommends it. Next time you have the blues try it. 36

Through Wagner Vestibule Buffet Sleeping Car Toronto to New York via West Shore Route.

The West shore through sleeping car leaves Union Station, Toronto, at 4.35 p.m. daily except Sunday, arriving in New York at 10.10 a.m. Returning this car leaves New York at 5 p.m., arriving in Toronto at 10.25 a.m. Sunday leaves Toronto at 12.50 p.m.

Stop Drinking, Liquor May Do It.

Editor World: Please tell me whether a man who has a red nose from liquor can restore it to its natural color, and if so how? ST. CATHARINES SUBSCRIBER.

July 24.

No family living in a bilious country should be without Parmelee's Vegetable Pills. A few doses taken now and then will keep the Liver active, cleanse the stomach and bowels from all bilious matter and prevent Ague. Mr. J. L. Price, Shoals, Martin Co., Ind., writes: "I have tried a box of Parmelee's Pills and find them the best medicine for Fever and Ague I have ever used."

Stole a Horse a Year Ago.

Larry Connors, residing at 133 Sumach-street, was arrested on a warrant by P.C. Guthrie yesterday charged with horse-stealing. When being arrested he resisted the officer and struck him. It is an old case, the warrant having been issued in August last.

E. A. Goodman,

380 Yonge-street, Toronto, has the genuine Membray Kidney and Liver Cure in stock, and the price is $1 per bottle. Blood Pills 25c a box. 3

The World on the Island.

The World is now delivered on the Island. New subscribers or changes of address left at The World Office, 83 Yonge-street, will be attended to.

BOUGHT TOO LARGELY.

A YONGE-STREET STORE IN TROUBLE.

Difficulties Accumulating.

We are tempted to ask: "When will the merchant learn to buy no more goods than he can easily handle?" Every day we hear of cases where failure has followed from reckless buying, from over-loading with stock that can not be realized on, and no one seems to profit by the lesson. Each man seems hopeful in his own case and inclined to believe that he shall escape the fate that has overtaken so many, and keeps on buying till the crash comes. Rumors are not always trustworthy, but from facts in our possession we know it to be certain that the firm of

Guinane Bros., 214 Yonge-street,

who have lately been advertising extensive alterations to their store, find themselves in serious trouble. Owing to certain negotiations which they have not been able to push through as quickly as they expected, they cannot begin the alterations for some time yet. Unfortunately, having been morally certain that by this time their store would be three times as large as it is, they ordered just three times the quantity of goods that they can handle in their present premises. Hence they are

In Trouble.

Their cellars, storerooms and every available space is crowded with cases of goods of every description, piled from floor to ceiling so that it is almost impossible to move amongst them and really impossible to bring before the public one-third of the beautiful and unique styles in shoe-wear they have on hand. There is only one thing to be done under such circumstances, sacrifice the stock, sell it at any price, clear it away regardless of loss and trust to better luck next time. This firm, though caught this time through no fault of its own, is too wise to hesitate in such a case and is prepared to adopt the only feasible plan to free itself from its increasing difficulties. Therefore for the next thirty days they are bound that the citizens of Toronto will be able to get such bargains in shoe-wear that it will be matter of indifference to them whether the city fathers make the tax rate 16 or 18 mills. When a person can get men's tan Morocco lace boots for $1.25 what does he care for one mill more or less on the dollar, and no one will be without the best and latest when they can buy ladies' white kid strap walking shoes 65c, ladies' grey, light and dark tan, sage green, brown, slate blue and pink ooze walking shoes trimmed with kid of same color 75c, $1, $1.25 and $1.18. One thing is evident from this, that the public will gain by the forced postponement of the alterations at Guinane Bros.', 214 Yonge-street.

AN ISLAND ASSOCIATION.

Active Steps in the Interests of the Summer Residents.

Mr. W. H. Lockhart Gordon has issued a circular to Island residents suggesting the formation of an association for the following objects:

1st. To look after the sanitary arrangements of the Island.

2nd. To see that proper roads and sidewalks are provided and kept in order.

3rd. To see that adequate ferry accommodation is provided from the principal wharves of the city to all parts of the Island.

4th. To deal with all municipal questions affecting the Island; and especially to watch the expenditure of moneys collected from Island Assessments.

5th. Generally to look after the interests of the Island residents on all Island questions.

Mr. Gordon will be glad to hear from the Island residents on the above proposal.

Cutting It Down.

The peerless steamship Paris of the American line, present holder of the fastest passage ever made across the Atlantic, viz., 5 days, 14 hours, 24 minutes, Queenstown to New York, has just made for herself a new record on the Southampton route by arriving in New York in the unparalleled time of 6 days, 9 hours, 37 minutes. This swift and beautiful steamer now holds both the Queenstown route and Southampton route records. In fact the steamship Paris and her sister, the New York, have during the current season been arriving at their docks in Southampton and New York with the regularity of a modern railway train, thus changing the once lugubrious voyage to a pleasant ferry service.

Passengers who breakfasted in London at a fashionable hour Saturday, 15th inst., reaching New York in time for dinner on the Friday following, a feat never before accomplished.

To Columbian Exposition

Via the Wabash vestibuled trains running to Chicago every day in the year, are the finest known of railway service. They are complete and solid vestibuled from end to end, the entire train being a moving palace of connected apartments. All Wabash trains stop at Englewood, near 60th-street entrance to the World's Fair; electric cars direct to grounds every five minutes. Get your tickets via Detroit and the banner route. J. A. Richardson, Canadian Passenger Agent, northeast corner King and Yonge-streets, Toronto.

A Retraction.

The World has been asked to publish the following letter which explains itself.

Editor World: I find I have done a serious injury to the Rev. W. F. Wilson and Mr. S. Corrigan, merchant tailor, by circulating a story to the effect that on last Tuesday evening they rode on the street cars as transfers when they were not entitled so to do. On enquiry I find I was mistaken as they were both proper transfers, and I hereby publicly acknowledge my mistake, and assure these gentlemen that no intentional wrong was intended. MRS. SCOTT,

52 Beverley-street.

TOTALLY DEAF.—Mr. S. E. Crandell, Port Perry, writes: "I contracted a severe cold last winter, which resulted in my becoming totally deaf in one ear and partially so in the other. After trying various remedies and consulting several doctors without obtaining any relief I was advised to try DR. THOMAS' ECLECTRIC OIL. I warmed the Oil and poured a little of it into my ear, and before one-half the bottle was used my hearing was completely restored. I have heard of other cases of deafness being cured by the use of this medicine." 26

Street Preacher and Bicycle Thief.

Henry J. Williams, who told the Police Magistrate that he "worked at street corners for the conversion of souls," was yesterday committed to the Central for one year on each of two charges of thefts of bicycles, the property of T. Eaton & Co. and J. Middleton. The sentences will run concurrently.

Mrs. H. Hall, Navarino, N.Y., writes: "For years I have been troubled with Liver Complaint. The doctors said my liver was hardened and enlarged. I was troubled with dizziness, pain in my shoulder, constipation and gradually losing flesh all the time. I was under the care of three physicians, but did not get any relief. A friend sent me a bottle of Northrop & Lyman's Vegetable Discovery, and the benefit I have received from it is far beyond my expectation. I feel better now than I have done for years."

The Late Justice Patterson.

The funeral of the late Judge of the Supreme Court of Canada will take place in Toronto on Thursday morning. The remains will arrive at the Union Station at 10 o'clock.

"Go to Sleep," sure cure for sleeplessness, nervousness and headache. "Contains no Narcotics," gives sweet refreshing sleep in every case. This splendid sedative is especially efficacious in cases of insomnia from overwork, excitement or alcoholic excess. Guaranteed safe, sure and effectual. In bottles 25c at all drug stores.

Severe Abscess Cured.

DEAR SIRS,—I had an abscess just behind my right ear in August, 1891. After suffering for three months I began to take B.B.B., and after one month's use of it I was very much better, and the abscess entirely disappeared in four months. I am certain that Burdock Blood Bitters is an excellent remedy.

FLORENCE M. SHAW, Solsgirth, Man.

THE TRUSTS CORPORATION OF ONTARIO.

Safe Deposit Vaults,

BANK OF COMMERCE BUILDING.

Parties leaving town for the Summer will find best accommodation for storing their Silverware, Plate and Valuables of all kinds.

Deposit safes, including Tin Boxes, to rent at a moderate charge. Our smallest safe is 5x3x22.

These Vaults are the Finest in Ontario, and may be inspected any time during office hours.

A. E. PLUMMER, Manager.

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If you have an hour or so to spare and you are looking for a model site for a family residence, let us have the pleasure of taking you to Moore Park and showing you how perfectly this gem residence section is adapted for your purpose. The attractions and advantages which induced others to build beautiful houses in Moore Park are worth enquiring about.

The office of Moore Park is at

90 CHURCH-STREET, TORONTO.

SPECIAL NOTICE

—TO—

CONSUMERS!

FOR A LIMITED TIME

We will, on Receipt of

50 OF OUR TRADE MARKS

Derby Caps

In any form, forward prepaid one of our elegant

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—OR—

ART STUDIES.

D. Ritchie & Co.,

MONTREAL,

CANADA, and LONDON, Eng. 36

The DERBY CAPS will be found on all our goods. PLUG, C