The Toronto World.

NO. 83 YONGE-STREET, TORONTO.

A One Cent Morning Paper.

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Latter-Day Conversions.

The Mail is coming to see the error of its ways and is now taking quite a hopeful view of the future of Canada. Yesterday it discussed the situation in the Northwest and actually held out the hope that there would be good crops there this year and that the people of that country were learning how to adapt themselves to their environment. It wound up its article by supporting The World's idea of an aggressive immigration policy for this country. We must have settlers in the Northwest, and The Mail actually admits that some practical scheme to secure them must be devised. It is quite a satisfaction after so persistent an attack upon the future of Canada as has characterized The Mail for the past three years to find that it again has some hope for the country.

Another sign of the times is the endeavor of The Globe to get at the right side of this country and its future. That newspaper has abandoned its "hopeless and helpless" program, and is telling the people that they may yet get out of the Slough of Despond. Our contemporary, however, fails to see an important point in this regard when discussing the retirement of Mr. Bengough from Grip. The World has the greatest respect and admiration for the genius of that well-known cartoonist, but The Globe utterly fails to read the signs of the times if it does not know that Mr. Bengough's resignation of the editorial chair of Grip was only acceptable to the directors of that journal because they thought he had gone too far in advocating a commercial policy that was distasteful to the majority of Canadians. The retirement of Mr. Farrer from The Globe, the retirement of Mr. Bengough from Grip, and the endeavor of The Mail to make Canadians believe that it has faith in the future of this country are very significant events in the history of the last few weeks. The policy of depreciation and despair has failed, and once again these three journals are making a bold endeavor to have the public regard them as at least not hostile to the Canadian idea. As Robert Burns was wide-hearted enough to hold out hopes for the salvation of even Satan himself, so in the light of these changes we may yet hope to see the "Senator from Ontario," Sir Richard Cartwright, abandon some of his bitterness and hostility to Canada and a Canadian policy.

The Globe's convention boom is a glittering gaud, but the children do not seem to cry for it.

The Trolley at Last.

The introduction of electricity as the motor of the street railway system of Toronto was fairly inaugurated yesterday, and what has hitherto been regarded as a rarity we now trust from this time forth will be an every-day occurrence. The new company has had a great many difficulties to contend with, but it is attacking them manfully and is inviting the city, as its co-partner in the enterprise, to aid it in every way in making the conversion from horse cars to electricity at the earliest possible date.

To our mind the new system means a new departure in the history of Toronto, that the new force imparted to our street cars will have its counterpart in the new stimulus imparted to the commerce and real estate interests of this great and growing city. As our cars move with greater speed so may our business affairs proceed in like manner.

Central property and outside property will naturally be the first to feel the impetus of the new system, and improved values in these quarters may at once be looked for, but it will not be long before the whole city will feel the benefit of rapid transit and cheaper rates.

We trust that while the city authorities will insist on the fulfilment of the contract, a reasonable view will be taken of the situation in order to secure the conversion of the main thoroughfares this season, and especially of the routes leading to the Exhibition. We have the assurance of the authorities of the road that they will have the new lines running from Sherbourne-street right up to the Fair grounds within fifteen days unless something unexpected happens, and we trust that that unexpected thing will not come from the city's side of the co-partnership.

A Mysterious Crime.

The mysterious death of James Anderton, the Barrie brewer, promises to require all the acumen of the Government detectives to unravel, on account of the strange circumstances which surround the crime. The first despatches stated that Anderton had sought refuge in a barn, that the barn was struck by lightning and that Anderton had perished in the flames which followed.

At first the authorities accepted this explanation, but someone incidentally remarked that the fire did not break out until two or three hours after the lightning had ceased. Then they concluded that Anderton had accidentally upset his lantern, and this theory was accepted until a search for the lantern failed to reveal any trace of it. Then the suspicion began to take shape that murder had been committed, and this conjecture was changed into a certainty when two days later the remains of a stable lantern were found on a bare spot in the driveway of the burnt stable, in a place where the searchers who had gone over the place Tuesday could not possibly have missed it. The finding in the barn near the body of a revolver, which it is known did not belong to the deceased, serves to strengthen the murder hypotheses.

Slot Postage Stamp Machines.

For some time past a slot machine has been in use in retail druggists' establishments in New York for the sale of postage stamps. These machines were so made as to admit of receiving five-cent nickels, and when one of these is put in two two-cent stamps come up. The profit of one-cent went to the patentee of the invention or the storekeeper. An improvement on this system has now been invented, by which the purchaser will save the cent he has been losing. It will furnish the purchaser not only with two two-cent stamps but also with a check worth one-cent in purchase at the counter of the store in which it will stand.

Protection in Australia.

Protection is now an important political issue in Australia. At a public meeting in Brisbane, Victoria, this resolution was adopted:

That, in the opinion of this meeting, a protection policy would lead to the immediate establishment of important industries, give a healthy impetus to those already established, and, by providing legitimate work for the unemployed, tend to relieve the present depression and provide occupation for the rising generation.

The growing feeling among the members of the Provincial Parliament is in favor of making several important industries pay duties ranging from 35 to 70 per cent. The Melbourne Chamber of Commerce has just concluded the examination of a large number of the leading residents, and the consensus of opinion largely favors the adoption of a policy similar to, or even more restrictive than, Canada.

Matters of Moment.

Mr. Peter Rylands, who died a short time ago, and whose widow has just presented the Spencer library to the city of Manchester, was connected with many commercial undertakings in Lancashire. He was the principal of the firm of Rylands Brothers, ironmasters, and a thorough Radical. Since 1876 he was till his death M.P. for Burnley. He was an active member of the Reform Club and a most liberal supporter of the Prohibition and Reform movements.

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Democratic unity in New York is an uncertain quantity. Senator Hill, who has been cruising round about Buzzard Bay in a private yacht, did not run in to see Mr. Cleveland and it is thought that his soreness still lasts. But Tammany is said to be in line for the national ticket, in which event Mr. Hill may find himself alone in the opposition. But the Tammany tiger is a wary beast and it is hard to say where to find him. Therefore everyone is watching to see how he will spring.

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Mrs. Cleveland has had four very pretty photographs taken by Sarony, just as a little preliminary in the campaign. She stipulated that the proofs should be satisfactory to her before pictures should be printed for sale. So the press throughout the States is now presenting portraits of the lady, which sug gest great comeliness and an amiable disposition. The baby Ruth's picture should make its appearance a little later.

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There is a good deal of smuggling going on along the St. Lawrence River, and it is mostly done by the summer resort visitors. There are customs officers at Cape Vincent, Clayton, Round Island, Thousand Island Park, Alexandria Bay and Westminster Park, but Uncle Sam is cheated out of a good share of the duties. The city of Kingston, Canada, receives the benefit of this smuggling trade. Summer visitors at the Thousand Islands go to Kingston on an excursion steamer and they are given two hours to see the sights of the town. They take advantage of this time and go "shopping." A majority of them come back with smuggled goods. The merchants in Kingston say that the summer trade from the Thousand Island visitors is a big item in their business.

The Manitoba School Law.

The Globe: This judgment, therefore, like the judgment of the Manitoba Court, which it restores in express terms, declares that no right or privilege of the Roman Catholic minority has been prejudicially affected by the Greenway-Martin laws. It follows, we think, by necessary inference that there is no ground for an appeal to the Governor-General in Council, no scope for the operation of remedial laws, and no necessity for referring any question to the Supreme Court.

The Empire: But, even if the power to do so was clear, it is out of the question to suppose that Parliament could be got to force on Manitoba a reversal of her legislation in the face of such a pronouncement from the highest court in the Empire. Under the circumstances it is obvious if anything is done to allay the feeling which the legislation of Manitoba has not unnaturally created, it must be by amicable arrangement, rather than an appeal to forcible intervention from outside authority.

The Mail: The Manitoba School Acts of 1890 are triumphantly vindicated, and that province is justified and upheld in its determination that the Public School system shall prevail, and that in Manitoba henceforth the education which is provided for out of the public taxes shall be unsectarian and free.

Where the Weary Are at Rest.

[From The Patriot, Charlettetown, P.E.I., Aug. 19]

Mr. H. E. Smallpeice of The Toronto World, accompanied by Mrs. Smallpeice, is visiting the Island. They have spent some days at O'Leary enjoying the fishing of that charming locality. Mr. Smallpeice says that for a weary newspaper man the Island is a perfect haven of rest, free from the noise and commotion of the world and nestling quietly, peacefully and beautifully in the blue waters of the gulf. In speaking to The Patriot representative Mr. Smallpeice said it was a matter of regret that the wealth of beauty of the winsome spots of the Island was not more widely known in the west and amongst our neighbors to the south. All that was required was judicious advertising of our resorts and the erection of a few summer hotels such as the C.P.R. had built in the west. With these he believed that instead of the few tourists who now visited the Island the whole place would be crowded with American pleasure-seekers, who would spend their summers here. The amount of money they would leave in the country would be considerable.

The Great Tunnel.

[Niagara Falls Journal, Aug. 6.]

Last week the bricklayers made very good progress, and Saturday night only 2616 feet of the invert remained to be laid. About 1800 feet of bricking was put in last week, and it will be seen by this that the completion of the work is not far off. There are now 55 bricklayers employed.

The north end of the big wheel pit is now down 150 feet. They have gone so far into the bowels of the earth that the workmen cannot now be seen from the surface. Strange to say, although the excavation of this great hole would seem to be fraught with much danger, yet no accident of life or limb has ever occurred in it, and workmen say they are as ready to work there as elsewhere. This pit gives visitors the best opportunity to gain an idea of the nature of the tunnel, and they stand before it in wonderment and awe.

A Horror.

[From The Sunday Advertiser.]

One of the zoologists of the British collection of serpents that is kept on exhibition for the delectation of science and nursery maids some years ago made a learned calculation with respect to the age of the 40-foot boa in the London Zoo, and he came to the startling conclusion, by counting the rings in the cuticle, that the monster must have been over 5000 years old, and he gave its as his opinion that the original Garden of Eden snake may be traveling round yet, if he has not met with an accident or a British tourist.

"Sprudel," King of Mineral Waters.

Is always on ice at the Toronto Club, Royal Canadian Yacht Club, National Club, Albany Club, Canadian Military Institute Harry Webb's, McConkey's, the Queen's, Rossin, Palmer, Arlington, Elliott, Kensington, Power, Metropole, the Bodega, Merchants, E. Sullivan's Leader Cafe, Elliott's, Leader Lane, Keachie's, St. Charles, Alhambra, Aquatic, Felcher & Bond's, the Woodbine, Best's, Turtle Hall, Clarendon. This celebrated water from the Mt. Clemens spring is one of the most pleasant of table waters, and is also recommended by the leading physicians in the United States for the treatment of all affections of the kidneys and for dyspepsia. William Mara, agent, 280 and 282 Queen-street west. Telephone 713. ed

New Vestibule Train Between New York and Chicago Via Erie Ry. G.T.R.

This is without exception the finest train that ever passed through Canada for New York. Through sleepers, coaches, a baggage car, therefore not a single change is necessary until you reach your destination. Magnificent dining cars attached to all trains for meals. This train is called the Erie flyer and passengers from Toronto who would like a daylight ride over this picturesque route must leave Toronto at 11 p.m. The Erie also runs a handsome new vestibule Pullman, leaving Toronto 4.55 p.m. daily, except Sundays, arriving in New York early next morning.

The Children's Friend.

GENTLEMEN,—Last summer our children were very bad with summer complaint, and the only remedy that did them any good was Dr. Fowler's Extract of Wild Strawberry. We used twelve bottles during the warm weather and would not be without it at five times the cost. JAMES HEALEY, New Edinburgh, Ont. 249

TO POPULATE THE COUNTRY.

A SCHEME TO FILL MANITOBA WITH SETTLERS.

Honest and Industrious British Farmers and Laborers to Be Given 80 Acres of Land, 10 of Which Are to Be Cleared, a Shanty, Implements and Live Stock for $600, Payable in 10 Years.

The progress of a country like ours depends a great deal on the quantity and quality of the stream of immigration which flows to our shores. The larger its volume the more rapid the growth, and the more respectable and industrious the immigrant the nearer will the citizenship be to the ideal.

The settler we naturally most desire to get is the native of Great Britain. Be he Englishman, Irishman, Scotchman or Welshman, we welcome him with open arms, provided he is industrious and honest. Unfortunately for emigrants leaving the British Isles to hew out for themselves fortunes in the New World, only a small proportion have landed in Canada; the United States has been the point of attraction.

The Source of Weakness.

The cause could not have been want of natural resources, for Canada is more blessed with these than any nation under the sun. The absence of a proper and judicious advertising of the advantages held out to intending settlers by Canada or the blue-ruin cry of unpatriotic politicians may have had something to do with it, but the weakness of our immigration policy is probably the most responsible cause. What this country wants is an immigration policy as vigorous as its fiscal policy. We have the land, and the men who want to settle on it and who are anxious to settle on it are on the other side of the Atlantic waiting to step on board an outgoing steamer. But the deterrent with many of them is that they are financially unable to undertake the journey, much more pay for even the necessities of a rude settler's outfit. They are honest and industrious, but it takes them all their time to keep the wolf from their doors. What they want is someone to advance them the money, with easy terms of payment, necessary to secure the desideratum.

Schemes many with the end in view have been advanced, among them being one framed by Mr. R. W. Prittie and others of this city. Saturday one of The World's Young Men found him poring over a survey map of Manitoba and the Northwest Territories.

"Do you know the origin of this system of survey?" he asked.

"Can't say that I do," was the pressman's reply.

Originated With Horace Greeley.

"Well, I will tell you. When Horace Greeley gave his well-known advice to the American youth, 'Go west, young man,' he also suggested this plan of survey," added Mr. Prittie, pointing to the map before him, "which gives to every settler in a township a corner lot. These squares, you see, represent townships six miles square and containing 36 sections, and each section is sub-divided into quarter sections of 140 acres. When Manitoba was taken into the Confederation the sections in each township were set apart for school purposes and two sections were allotted the

Hudson's Bay Company."

Then Mr. Prittie animadverted to his favorite theme. "I contend," he began, "that our Government is wrong in its immigration policy. Take our National Policy. It is composed of a fiscal and a railroad policy. And to make this country what it should be there must be a vigorous immigration policy. When the Government adopted its fiscal and railroad policies it made a mistake in not making also an immigration policy. We have never made the headway in filling up the country that we ought to have done.

"If we take for instance the question of how much the head of a family is worth to the Government or to the country, as you like, we naturally of course begin to figure up what is the revenue produced from each individual in the country already, or say each head of a family—one in five is generally taken as the rule of comparison. Now, if we look at the figures in connection with the revenue carefully we will find that every head of a family would be worth at least $1000 to the Government. And I think when we come to examine it carefully that it will bear out a much larger proportion, as you can easily go into the revenue returns and see what we actually pay per annum and figure it down in interest, and capitalize the amount each person is worth to the country.

People, Not Railroads, Wanted.

"The Government is spending, according to The World's account," continued Mr. Prittie, "five million dollars this year in bonusing railroads. Now, if we had the country filled up with people we would not need to bonus the railroads, for they, with their own capital, would seek to open up new lines into the populous districts. As it is now the railroads are justified in asking for bonuses, because there are not enough people in the newer parts of the country to warrant them taking all the responsibility themselves.

"Now what I contend is that the truest protection it is possible for us to get is from our present tariff is that which will create competition for the production of our manufactures. To make ourselves a great nation we must be constantly increasing in population, and this can only be done by means of a vigorous immigration policy.

"Take that point on the question of true protection after a certain customs duty. Now I take it that at present this duty is sufficient to keep out foreign manufactures, but our manufactories are in a sleepy condition that they should not be in. But it is not because we are going back or are not progressing, but it is because this protection has over stimulated the industries; too much capital has been invested, competition has become too much for the business to be done, and some in consequence have had to shut down. Now, had we with our fiscal policy and our railway policy a vigorous immigration policy we would have been giving fresh sources for the consumption of the products of our infant industries all the time, for I believe we would have had double the population had the Government taken hold of the immigration policy as they did the fiscal and railroad policies. There was a determination on the part of Sir John Macdonald to increase the number of factories and he thought that everything else would follow.

The Scheme Outlined.

"The policy I say they ought to have inaugurated was something like this," he continued, again placing a finger on the survey map: "Take each township. We have there 36 sections. We propose that these 36 sections be divided into 80-acre lots and give each head of family one of these lots. You would then advance the settler $600, taking a lien on his property as security. Out of this advance you pay the passage of himself and family. You build him a shanty on the place, break up the acres of land and give him a year's provisions. The homestead is prepared one year before the settler arrives."

"But, would this eat up all the $600?"

How the Money Will Be Spent.

"Wait a moment and I'll explain further. Take, for instance, the shanty you put up. That only costs about $50. Then, $30 would be paid in breaking up his ten acres of land. The provisions mentioned would consist of flour and pork, such as our forefathers would have been only too glad to have had. We don't propose to give the settler an abundance or build him a castle; but he will have as good, in many instances, at least, as he had in his native land. I know this can be done. I am positive it can. The other portion will go largely to paying his passage out. Of course we need liberal assistance on the part of the Canadian Pacific Railway Company, which will carry the settler from the sea coast to his farm. The reason we expect these concessions is that we not only pay the passage of the settler, but bring in another producer, who in turn makes business for the railroad for all time to come. And there is nobody who sees that quicker than the Canadian Pacific people. In addition to doing for the settler what I have already told you we propose buying him a yoke of oxen, a plow and harrow and pigs for breeding purposes. He will be able to grow his own potatoes and vegetables the first year. We also purpose providing a tutor to travel through the country to educate his children until the population becomes dense enough to erect schools."

"How do you propose to collect the $600 loaned?" queried The World.

Pays Nothing For Five Years.

"For the first five years the settler pays nothing. After that he pays the capital and interest in instalments spread over a period of 10 years. That would mean very small payments indeed. They would no doubt be able to pay the money back in five years, but we want to give them abundance of time. You can readily see that even in the first year the settler will be better off than he would be in his own land. Take, for instance, what he could get off his 10 acres of cleared land. Say he put half into wheat, half of the product would be enough to keep him in flour the next year, to say nothing of the bran and shorts he would have for his oxen and pigs. The other half of the wheat he could sell, after saving enough for seed. The other five acres he could put into peas and oats, while the 70 acres not under cultivation would produce an abundance of hay for his live stock. So you see that what he could produce in the first year would more than equal in value the wages he earned in the Old Country. It seems to me that he is bound to jump at the scheme."

"How's the money to be raised for the furtherance of this scheme?"

Security Assured.

"Hold on a bit and I'll come to that. I say like this: Suppose our Government had to pay back all the money advanced, if it got the settlers there, would it not be better than spending it in building railways into that part of the country where there are no people? But suppose the Government would have to pay every dollar back, as some sceptical ones may fancy it might, let us see what it would cost the country. Sir Charles Tupper says that to produce the quantity of wheat necessary to supply the English demand we would need 180,000 more farmers than we have now got in Manitoba and the Northwest Territories. Now," added Mr. Prittie, "if we are in a position to state to England that we don't ask for preferential trade or for a duty to be put on grain unless we are in a position to say, 'Here is wheat enough for you free of duty.'

Twill Cost $7,800,000.

"Now, how can we get into that position but by filling up our country, and how are we going to do it unless we adopt some different method from that which we have been acting upon for years? Now to get 180,000 additional farmers at $600 a head according to my proposed scheme would cost $7,800,000. The money has been offered by the Imperial Government, but our Government jumped to the foolish conclusion that as the Home Government had gone so far in the question of emigration it could not stop; in fact would not stop, and that if Canada only held a stiff upper lip it would get these people put in at the expense entirely of the British Government, giving as a paltry excuse for getting out of the responsibility of collecting the money advanced the setters that it had done its share in giving the land railways, laws and police protection.

Character of the Guarantee.

"Of course it is a very important thing when propounding a scheme of this kind that you give an idea of the ways and means of furnishing the necessaries for doing it or in giving guarantee funds so that if one security should fail you have another to fall back upon. In other words, you set forth as many arguments as you possibly can to substantiate your scheme. We believe that the $650 advanced will never have to be paid by the country at large, but as a security against the possibility of our having to do so we propose that the 80 acres adjoining each settler shall be retained and sold to those who enter the country and who would prefer to settle in a locality where they would have neighbors than to go out into the newer and more sparsely settled parts of the country."

"What do you purpose charging for the land sold in this way?"

"The price of school lands in a township after the same has been settled for about five years is from $8 to $12 an acre. Under the scheme we propose there would in each township be 144 lots for free settlers and a like number for those who wished to purchase five years after settlement. Of course if the assisted settlers wished to buy these reserved lands they could, and most likely they would. Now suppose we sell the reserved lots at $600 each, as they surely would be worth that much, we would be establishing a fund for the furtherance of this scheme of immigration, and in fact making it self-sustaining. But no scheme will be successfully managed under an army of sinecures such as has been the case in the past. You and everybody else knows this.

Towns and Villages.

"As a still further security it is proposed to establish a small town or village every six miles throughout the country. Here 80 acres of land will be divided into lots of five to the acre, these to be sold at $35 each. This would give 400 lots to each village, the proceeds from the sale of which would yield $10,000. This would leave a village for every township. From the sale of the alternate 80-acre lots and the village lots we would get a guarantee fund of $96,400, while it would only take $86,400 to put 144 persons in each township of six square miles."

"When was this scheme first devised?"

"I got it up for the Imperial Government some eight or nine years ago and the State Aid Society there is the result. In this society are 160 members of the last Parliament, besides 70 or 80 of the Lords. And they got into the idea that they were going right ahead with the undertaking, and they would have done so had not the Dominion Government said that it would not collect the money advanced. The Government of British Columbia, however, jumped at the idea and agreed to collect the money as far as that province was concerned. And to-day the Province the State Aid Society is now sending out drofters.

Would Have the Provinces to Control.

"While the transfer nce of the management of immigration affairs to the Interior Department is, I think, a good move, yet, judging from the success of the Manitoba Provincial Government, a still better move would be to hand over the control entirely to the Provincial and territorial Governments."

"Could the British Government be induced to renew their offer?"

"Of course, the Government having changed, or rather is about to be changed, it might not be favorably disposed to do so, but there is no doubt it could be worked up again. In fact, I think Sir Charles Tupper could soon do that for us," concluded Mr. Prittie.

Niagara Falls and Thousand Islands Special.

Commencing June 27 the New York Central and Hudson River Railroad, in connection with the R., W. and O. Railroad, will run a solid vestibule train of drawing room, cafe, smoking and library cars, and elegant new vestibule coaches from Niagara Falls via Buffalo, Rochester and Syracuse, through to Clayton, leaving Niagara Falls at 7.55 a.m., Buffalo 9.00 a.m., Rochester 11.00 a.m., Syracuse, R., W. and O., 1.00 p.m., arriving at Clayton at 4.35 p.m., Alexandria Bay at 6.15 p.m. This train runs at the speed of the fastest limited trains. The Niagara Falls and Clayton sleeping car is now running, which leaves Niagara Falls at 8.21 p.m., Buffalo 9.15 p.m., Rochester 11.05 p.m., arriving at Clayton at 5.45 a.m., and a through sleeper to Portland leaves Niagara Falls, Buffalo and Rochester same time, arriving at Portland 8.00 o'clock next evening, giving a daylight ride through the White Mountains.

30,000 in Line.

Grand Encampment of Uniformed Knights of Pythias at Kansas City in August. The Wabash Railway will sell excursion tickets at lowest first-class fare for the round trip. Tickets to be sold Aug. 19 to 22 inclusive, good up to Sept. 13. The Wabash is the shortest and best route to Kansas City, and the only line that can take Knights from Canada through St. Louis and return them via Chicago and (vice versa) finest equipped train on earth, passing through six states of the Union. Further particulars from any Railway Ticket Agent, or J. A. Richardson, Canadian Passenger Agent, Toronto, Ont. ed

Infants' Food.

Volumes have been written upon this important subject, but volumes of testimonials can be shown to prove that Dyer's Improved Food for Infants is the very best in use 25c per package. Druggists keep it. W. A. Dyer & Co., Montreal.

ELECTRIC CARS AT LAST.

THE CHURCH-ST. LINE DULY INAUGURATED YESTERDAY.

Everything Goes Off Well—A Burst of Speed—Speeches at the Luncheon—The Syndicate Say the City is Their Partner and What Benefits One Benefits the Other.

The inauguration of the new electric system for street cars in this city took place yesterday afternoon. Three hundred invitations were issued to prominent citizens, and notwithstanding the shortness of the notice a great many responded. Among those who accepted were: Senator Frank Smith, Charles Moss, Q.C.; Donald Ridout, Ald. Atkinson, Thomas McGaw, David Walker, Noel Marshall, W. B. Polson, J. C. Bailey, C.E.; Samuel Richardson, A. W. Smith, G. Michie, Frank Cayley, Barlow Cumberland, George Kappele, W. G. McWilliams, J. Laidlaw, Dr. Johnson, Capt. W. F. McMaster, W. S. Lee, Col. Dawson, William Croft, Ald. Bell, Leslie, D. Carlyle, W. Carlyle, Maloney, Small, Orr, Verral; ex-Ald. Hewitt, Gibbs, Pape, Phillips; John Keith, Peter Macdonald, A. H. Clark, W. A. Bell, W. D. Macpherson, James R. Dunn, J. M. Irwin, Peterboro; A. Black, C. S. Boon, Capt. Trotter, A. J. Sinclair, A. White of the Grand Trunk; E. A. Wills of the Board of Trade, Chief Richard Ardagh of the Fire Department and John Mills. The street railway syndicate was represented by H. A. Everett, J. C. Grace, James Gunn, E. J. Bird and A. J. Break (and camera).

New and handsome electric cars conveyed the company from the City Hall to Rosedale. The road was by Church-street, Bloor-street, over the big new bridge in Sherbourne-street and on to the terminal in that thoroughfare. The cars were well handled, there was lots of power in the wire, and notwithstanding the inequalities in the old rails the service gave satisfaction. Where the route passed over the new rails in upper Sherbourne-street the superiority of the system was at once appreciated. On the return trip the motor men "let out the machine" a little and gave the guests a slight indication of the pace of the new cars. Everyone was delighted with the experience.

The Luncheon.

A large tent had been erected and lunch provided by Harry Webb in a field adjoining the northern terminal. Mr. Barlow Cumberland made a happy and agreeable chairman, and told his hearers that he was glad that Mr. Everett, though an American, had ordered the British flag to be placed on the first electric car in this city.

After "The Queen" had been drunk Hon. Frank Smith toasted "The Toronto Railway." The last time, he said, he had met Mr. Everett was at Osgoode Hall. On that occasion the speaker had fought hard, got all he could get and made his bow. So now he was willing to wish the new company God-speed.

Mr. Everett and Mr. J. C. Grace responded on behalf of the company.

Mr. Grace, in his reply as secretary of the company, thanked the hon. senator for his gracious remarks as regards the future of the present company, and hoped that his company would in their efforts succeed in carrying out the ideas which he propounded. The obstacles which that company had to contend with were many. Mr. Grace endeavored to impress upon his hearers the fact that the present street railway company's franchise and the adoption of the present system were not in the interest of the company alone, but from his experience while in the employ of the company and residing of the contract between the company and the city was one of interest to the company, to the city and to the public. The syndicate who have taken the present franchise would carry out their contract with the city and endeavor to satisfy the interests of the public, knowing well that the city and the public were co-partners with them. It would be a matter of regret if any friction should occur which would militate against the interests of any of the parties interested, and on behalf of the company he could assure them that their endeavors would be to alleviate friction and meet half way any question that might arise between the parties involved.

Mr. Charles Moss, Q.C., toasted the Mayor and corporation in felicitous terms, and was answered by Ald. Bell, Leslie and Atkinson, ex-Ald. Hewitt and Gibbs also made short but appropriate speeches.

The Board of Trade was represented by Daniel Rose.

Mr. David Walker, Capt. McMaster and Mr. Donald Ridout spoke to the toast "The Industrial Exhibition."

Mr. Ridout said the big show had built the first electric railway in America and introduced electric street lighting into this city.

"Other Railways" was proposed by Mr. Gunn and responded to by Mr. Cumberland of the Lake Shore Electric Road.

Mr. W. G. McWilliams toasted and Chief Ardagh spoke for the "City Officials."

"The Press" was responded to by Mr. J. S. Willison of The Globe and Mr. W. F. Maclean of The World. Three lusty cheers were given for Mr. Mackenzie, the absent member of the syndicate, and the company returned to the city on the swift running trolley cars.

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 10.05 a.m. Sundays leave Toronto at 12.50 p.m., connecting with through car at Hamilton.

GODES-BERGER.

Exquisitely pure.—Prof. Wanklyn. Refreshing and healthful.—The Week, Ont. Received the royal preference.—Saturday Night, Ont.

For sale at all leading hotels, clubs and restaurants. 26

Mr. John McCarthy, Toronto, writes: "I can unhesitatingly say that Northrop & Lyman's Vegetable Discovery is the *best medicine in the world*. It cured me of Heartburn that troubled me for over thirty years. During that time I tried a great many different medicines, but this wonderful medicine was the only one that took hold and rooted out the disease."

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Universally acknowledged to be superior in every respect to any other brands in the market. Always reliable, as has been fully demonstrated by the millions that are sold annually and the increasing demand for them, notwithstanding an increased competition of *over One Hundred and Twenty-five* Factories. This fact speaks volumes. We are not *cheap* Cigar manufacturers.

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VAULTS

COR. YONGE AND COLBORNE-STS.

Capital $1,000,000
Guarantee and Reserve Funds $306,000

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Vice-Presidents { E. A. Meredith, Esq., LL.D. / John Hoskin, Q.C., LL.D.

The Company acts as Executor, Administrator, Receiver, Committee, Guardian, Trustee, Assignee and in other fiduciary capacities, under direct or substitutionary appointments. The Company also acts as Agent for Executors and Trustees and for the transaction of all financial business: invests money, at best rates, in first mortgage and other securities; issues and countersigns Bonds and Debentures; collects Rents, Interest, Dividends, etc. It obviates the need of security for Administrations and relieves individuals from responsibility as well as from onerous duties.

The services of solicitors who bring estate or business to the Company are retained. All business entrusted to the Company will be economically and promptly attended to.

J. W. LANGMUIR, Manager.

24

AMUSEMENTS.

HANLAN'S POINT

Every afternoon at 3.30, every evening at 8.30, weather permitting.

The young Canadian Wonder, CLIFFORD CALVERLEY, High Wire King. On Wednesday Mr. Calverley will carry Mr. Herbert Ross across the cable.

The BRAATZ BROS., the greatest acrobats this century has produced.

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WOODBINE RACES TO-DAY

Admission 50c. Ladies and Vehicles Free.

SPLENDID SPORT ASSURED.

THE TORONTO FERRY BAND

Will give a Free Concert in

CENTRE ISLAND PARK

Monday, Tuesday, Wednesday, Thursday and Friday afternoons from 3 till 5 p.m. (weather permitting). On Saturday afternoon a SPECIAL BAND will play. 12345

A steamer runs from Church-street to Wiman Baths. The Toronto Ferry Co., Ltd.

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GIRL'S TRICYCLE

$7 and upwards.

H. P. DAVIES & CO.

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The four cardinal points of health are the stomach, liver, bowels and blood. Wrong action in any of these produces disease. Burdock Blood Bitters acts upon the four cardinal points of health at one and the same time, to regulate, strengthen and purify, thus preserving health and removing disease. 246

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IS THE GREAT

KNOCK-OUT SHOE SALE

AT

McPHERSON'S

Prices Reduced to a Shadow

George McPherson

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