THE TORONTO RUBBER CO.
OF CANADA. 26
T. McILROY, JR., & CO
India Rubber goods of every description.
28 KING-ST. WEST

The Toronto World.

COX & CO.,
STOCK BROKERS,
26 TORONTO-ST.
Continuous market quotations by direct wires.

EIGHTH YEAR TUESDAY MORNING AUGUST 30, 1887. PRICE ONE CENT

LETTING IN LEGAL LIGHT.

THE MAYOR AND COUNCIL CONSIDER THE EXEMPTION QUESTION.

A Written Opinion from Mr. Christopher Robinson, Q.C.—His Worship Submits a Message—The Alleged Inequalities of the Present System.

The City Council met last evening, the chair being taken at 7.30 by Mayor Howland. The absentees were Ald. Dodds, Galley, Gillespie, Harvie, Rogers and Wickett.

A message, submitted by the Mayor, dealt principally with the matter of assessment, setting forth the evil of the present system of allowing rebates for roadways on property where local improvements have been made. He submitted the opinions of Mr. Pepler of Simcoe and Mr. C. Robinson, Q.C., which substantially agreed that the rate must be a general and over the whole city, and that no class of property can be exempted legally. In the past, not only has the illegal exemption for repairs been given, but the districts under local improvements have also been exempted, since construction, from their share of the expense the city has been at for the cost of repairs of intersections of streets and all improvements opposite exempted properties, of which no doubt exists as to their liability. The rest of the city has been charged with a portion of these repairs that should have been paid by the whole, including the portion under local improvements.

With regard to the method of allowing the rebate to those who have local improvements, he characterized it as the most ridiculous and unfair system that was ever devised. Premising that the cost of the block pavement is about the same in all districts of the city, and is charged to the district improved on the foot frontage, will it be believed that instead of allowing an equal proportion of this rebate to the foot frontage, the rebate is allowed on the value of property and buildings, and the result is that on King-street—the wealthiest district—and other wealthy sections, the great proportion of the money allowed for rebate is absorbed in the assessment, while the rebate for repairs is not only enough to pay for the local improvements made by these parties themselves, but they have in marked cases received an annual cash premium, in some cases over 100 per cent., more than the whole cost of the local improvement, by reason of which they get this extravagant return. It would pay them to have a new pavement every year on these streets.

The reverse action of this method your find by getting a proportion of the same street assessed at low values and with small improvement. Take such a case as W. Cook, paying the same amount for block pavement as The Globe building, receiving a rebate of 33 cents per annum as his proportion, against The Globe office receiving $22.50 for a property of very little more than one-half the frontage. The great bulk of the sum is absorbed by the owners of high value properties in the centre of the city, who are practically getting their local improvements for nothing, or receiving a premium for having their property improved.

"I cannot believe it possible," added the Mayor, "that gentlemen of the character and wealth of the proprietors of property are getting their local improvements for nothing, and a premium in addition, can desire to remain in that position at the expense of other ratepayers of the city for one day longer. The fact is, that it is in my opinion merely a matter of inconsiderateness and neglect that the whole matter has got into its present position, and as the ratepayers, who have been exempted improperly all these years, are not really responsible for this neglect, it would be unfair to hold the present owners of property responsible for arrears in taxation which have not been collected from them."

He is satisfied that the position of the great bulk of the property owners under the local improvements will be about the same when the reduction in taxation effected by this change is made in the whole city, which benefits them equally is considered, and they will have in addition the right to have their improvements looked after and kept in repair. This right had been questioned so long as they were exempted. The Board of Works were averse to making repairs between local improvements were paying nothing for their own repairs, and because the rest of the city had to pay for local improvement repairs. In future, as the law reads, the city as a whole is now equally liable to watch over and keep up the streets under local improvements as they are other streets in the city.

In connection with the subject the Mayor read a legal opinion from Mr. F. E. P. Pepler of Barrie in which this clause appeared:

As I understand, those interested in local improvements in Toronto claim that the improvements (construction of roads, etc.) having been made under the local improvement provisions, they are not only exempted from general rates for similar purposes but are also exempted from the general rate for repairs. I cannot see on what principle in the face of the provisions of the statutes this contention can be based.

These figures were among those quoted by the Mayor:

		Prov'ge Paym't	Annu'l Paym't	Am't Ess'm'n	Ass'd Val'n 1885	Ass'd Val'n 1887
King West.						
Dominion Bank	50 9-12	$19 10	$49 50	$79	$800	
Scott, Hay & Co.	65 6-12	29 30	48 14	97	900	
Alex. Manning	20 3-12	10 40	18 00	28	300	
Trust of Scotland	53 6-12	18 33	33 00	55	500	
Can. Bank	75	25 70	45 18	56	500	
Patrick McKeown	57	20 15	3 46	5	529	
Jas. Dobbie	47	9 10	3 00	5	500	
King East.						
Wm. Beatty	22	9 00	19 25	30	800	
Ron Melchers	22	10 29	20 15	32	1200	
E. Walker & Son	52	17 58	37 41	59	900	
J. H. Rogers	40	16 25	34 68	55	1000	
Globe Print'g Co.	84 10-12	11 66	24 08	36	125	
Wm. Craft	69	22 86	49	5	200	
Andrew Murray	46 6-12	17 70	2 22	3	522	
Wm. C. Cook	46	18 87	2	3	522	

The Executive Committee reported having had under consideration the opinion of Mr. Christopher Robinson, Q.C., standing counsel for the corporation, as to the legality of including in the general rate to be struck on the entire assessment of real and personal property for 1887, the amount to be raised for the maintenance and repair of roadways in lieu of striking a separate rate for such purpose on the said assessment, reduced by the value of property returned by the City Clerk as improved by roadways constructed under the local improvement system, and treated in past years as exempt from assessment for such maintenance and repair of roadways, and in accordance therewith recommended the introduction of two bylaws to deal with the rates for the current year, one to embrace all rates other than those for roadways and sidewalks, and the other to deal exclusively with rates for such latter purposes.

List of questions prepared by Ald. Carlyle, chairman of the Committee on Works, and submitted to Christopher Robinson, Q.C., for an opinion:

Query 1. Are the property owners or others who have availed themselves of the Local Improvement Act in reference to the construction of the roadway in front of their property exempted from assessment for the cost of ordinary works of repair and maintenance generally throughout the city: if exempt, were they so prior to passing the amended Act, dated Feb. 1, 1887?

Query 2. The same question in reference to sidewalks?

Query 3. Are the property owners or others who have availed themselves of the Local Improvement Act in reference to the construction of the roadway in front of their property only, exempted from cost, or any part thereof, or keeping in repair the lanes in rear of their property; or, if corner lots, the street on which the property flanks?

Query 4. The same question in reference to sidewalks?

Query 5. If the parties named in queries 3 and 4 are exempt from contributing to this work, who are the parties that annually or occasionally do so, and why?

Query 6. Are the property owners who have availed themselves of the Local Improvement Act in reference to their roadways and sidewalks, and having them in good condition, liable for the payment of any part of any damages which have to be paid in consequence of accidents arising from defective streets or sidewalks on streets not under the Local Option Act?

Query 7. The same question relative to property owners who have not availed themselves of the Local Improvement Act; are such liable in like manner for accidents on streets constructed under the provisions of the Local Improvement Act?

These resolutions, adopted by the Council on the consideration of the estimates, Aug. 10, 1887, were also submitted:

1. That the appropriation for roadways, namely, $45,[illegible], be raised on the whole assessment of the city, as the money appropriated is required for repairs and maintenance and not for the construction of permanent roadways, and the rate of taxation adjusted accordingly.

2. That the appropriation for sidewalks, namely, $60,267, be raised as follows, and the rate of taxation adjusted accordingly:

$20,000 on the assessment for sidewalks.
$20,267 on the general assessment.

3. Moved by Ald. Boustead, that the system of striking a special rate for roadways be discontinued, and that a special rate be struck for sidewalks, and that 16 cts of a mill be added to estimates to cover any claims that may arise under existing bylaws.

4. Moved by Ald. Carlyle (St. Thos.) and Ald. Boustead, that all parties, if any, legally entitled to rebates for repairs to roadways be allowed the same on establishing their claims thereto.

Mr. Robinson's opinion had been printed and circulated among the aldermen. It is as follows:

The questions annexed hereto have been submitted to me by the corporation of the city.

The substantial matter to be determined would appear to me to be whether those who have availed themselves of the local improvement system for the construction of streets are liable in respect of property so specially assessed to be assessed for that portion of the general yearly rate required for the repair of streets throughout the city, by the Improvement Act, sec. 4, all municipal taxes shall, when no other expressed provision has been made in this respect, be levied equally upon the whole ratable property, and in accordance of the municipality, and not upon any one or more kinds of property in particular, or in different proportions, and this, I understand, is but the expense from general rule of law.

All property, therefore, is prima facie liable to be assessed for the repair of all streets, and to support the exemption of any particular class of persons or property, some expressed provision must be shown.

By the General Act of 1883, Sec. 612, after providing for local improvements, it is declared in effect that all works constructed under that system shall thereafter be kept in repair at the expense of the city generally. This was intended, I apprehend, to exclude the construction that the owners of property specially assessed for local improvements would exclusively keep in repair what they had constructed. It does not exempt such property from liability for repairs elsewhere.

Then, by Sec. 617 (6), passed many years afterwards, in 1883, any real property specially assessed for any local improvements or work, "shall be exempted from any general rate or assessment for the like purpose, which I take to mean for the purpose of the construction or reconstructing similar improvements or works except "the general rate which may be imposed to meet the cost of maintenance and repairs on works and improvements constituted under local improvement bylaws."

This section is in part a repetition of the exemption, and exceptions therefrom, enacted in the Act of 1880 and consolidated in Sec. 519 of the General Act of 1883; but the last exception above cited is an addition first made in 1883.

The object of this addition is not, to my mind, very clear, for if such property was already liable for all street repairs there would seem to be no necessity for the opinion that it should not be exempt from a portion of them. In one view it is a repetition of the enactment in Sec. 612, that local improvement works shall be kept in repair at the general expense; but it may well be argued that this special provision against exemption from a part of the general rate for repairs, which I take to be the effect of the clause, implies the assumption on the part of the Legislature that there would be an exemption from the whole under the preceding words of the section, and under Sec. 519, and that it points to and supports a wider construction of the words "for the like purpose" than I have adopted.

In endeavoring to discover the probable intention of the statutes, I have thought it desirable to ascertain to some extent the origin and history of the legislation and the course adopted by the Council in supposed accordance with it, and, referring to report No. 26 of the Executive Committee of 1878, including the report of the joint committee of the Council and citizens, and to the resolution of Council of Sept. 30, 1878, I should infer that when the local improvement system, which resulted in the Act of 1883, was first contemplated, the liability of those adopting it, for general repairs, was not intended. The uniform course of the Council since that statute has also, I believe, been in accordance with that view, as appears by the assessments and rates, and this, together with the enactments to which I am about to refer, is not without weight. I am unable, however, to satisfy myself that it can be held to be construction of the act. The legislation (of which I have mentioned only the principal clauses) appears to me somewhat confused and obscure, but on the whole, bearing in mind the clause of the Assessment Act, and the general principle to which I have referred, I am unable to find in it a sufficiently clear and express exemption of property specially assessed for the construction of streets from liability to the general rate for street repairs.

My attention has been called to Sec. 22 of the Act of 1886, 9 Vic., cap. 66, and to Sec. 3 of 50 Vic., cap. 71, and to the fact that several of the bylaws of the past years, made valid by these clauses—for example Bylaw 1067, passed on July 9, 1883—provide expressly that for a period yet unexpired the local improvements prescribed shall be exempt from all general rates for roadways and repairs thereon.

These enactments, no doubt, create difficulty, but the best opinion I can form is that they do not authorize a future exemption, if not authorized by the statutes, and where the allowance or refusal of it can have no effect upon the security of the debentures. The opinion thus expressed will be found, I think, to answer the questions submitted to me. I am not aware of any difference between the streets and roadways, which is the main question, and the liability to taxation for repairs involves the obligation to contribute to the payment of any damage sustained by neglect of repair.

I have not overlooked Sec. 618 of the Act of 1883, but I cannot free from doubt if this it does not change the law in the special cases for which it provides.

Copies of certain resolutions of Council passed at their last meeting and among others have been submitted to me, and my opinion is asked as to their legality. As to resolution No. 1, it would appear to be legal, if my opinion on the main question is correct.

As to resolution No. 2, it is the only way that a rate may be assessed for repairs, but that those who have adopted the local improvement system are exempt from rates for construction, if the property is properly specially assessed.

As to resolution No. 3, the first part of it appears to me to be opposed to provisions of sub. secs. 5 and 6 of Sec. 519 of the Act of 1883, which require the bylaw to state what proportion of the general rate is for repairs for which there is a special assessment exempting those who contribute to such assessment from liability for construction or reconstruction of like works on improvements. I do not clearly understand for what purpose the rate proposed to be imposed by the resolution is required, and I should be glad to have more definite information in this respect, if possible. As to resolution No. 4, as worded, it would appear to me not open to objection, but I am not aware of any statutory provision relating to rebates in connection with repairs to roadways.

The proposed bylaw for this year is referred to me, but no specific questions upon it are asked. So far as I can judge, my answer with regard to the resolutions, especially No. 3, will enable the solicitor to frame the bylaw in compliance with the statute.

I am asked also whether, as the rate for general repairs upon those who have adopted the local improvement system, may be contested, the Council may not levy such rate by a separate bylaw, apart from the rest of the general rate for the year. Sec. 392 of the Act of 1883 appears to authorize this. It would be a cumbrous course to adopt, and I see no objection to it, so long as both bylaws are passed within such a time as to enable the collection of both rates together. C. ROBINSON.

Toronto, Aug. 29, 1887.

Ald. Defoe said he opposed this improvement from its very inception, but the Council had bound themselves by solemn agreement to exempt certain parties from taxation for a given number of years in respect of certain considerations duly fulfilled, it would be a breach of contract on their part were they now to withdraw from that contract. On those grounds he could not support the bylaws or the recommendation of the committee. The lawyers whose opinions had been asked, did not appear to be a little out of the point, and it was hard to infer their opinions on the members of the Council without a moment's warning. "If those bylaws are adopted," said he, "it is nothing more nor less than repudiation. The contract into which this Council entered with those people, and on the strength of which they incurred great expense."

Ald. Millichamp thought it unreasonable to ask the Council to act on an opinion which had only just been put into their hands. The question involved was a serious one, and they should at least have been afforded an opportunity of giving it that consideration which was necessary to arrive at an intelligent decision.

The Mayor said that the question narrowed itself down to very small limits indeed. The Council had been acting illegally for the past five or six years, and now that this illegality was clearly demonstrated to them, they dare not continue it. They had been acting in perfect ignorance of the law, and by so doing were exempting one section of the citizens from the payment of rates which they were legally and honestly entitled to pay, and which were illegally charged to others who were in no way responsible for them. This sort of thing could not be continued. If they attempted its continuance the parties aggrieved would at once bring them into court, and then the Council would be told that they had no right to exact an illegal tax, and that they were doing it in distinct violation of the law clearly laid down for their guidance.

Ald. Frankland asked that the question should be polled, but the chorus of "carried" was so decisive that no division was taken, and the committee's report, was adopted, and the bylaws dealing with the subject carried.

On the motion of Ald. Carlyle (St. Thomas), it was resolved:

That the following resolution, passed on Aug. 10, 1887, be and the same is hereby rescinded: "That the appropriation for sidewalks, namely $80,267, be raised as follows, and the rate of taxation adjusted accordingly: $60,000 on assessment for sidewalks and $20,267 on the general assessment."

On motion of Ald. Boustead, it was agreed to fix the general rate of taxation at 14.63-64 mills on the dollar on general assessment, with a special rate for sidewalks of 0.26 of a mill on the dollar.

A Variety of Wo.

The Council then transacted a variety of business.

Ald. Macdonald handed in a notice of motion appointing a committee to draft a by law dealing with smoking, chewing, cursing and the use of blasphemous language by youths under 16 years, in parks and public thoroughfares.

Ald. Shaw: "Add sneezing and coughing." [Laughter.]

Ald. Fleming asked if anything had been done by the committee to whom was referred the subject of arranging for the transfer tickets on east and west Queen-street cars. Ald. Carlyle (St. Thos.) said that Mr. Frank Smith, the president of the company, was very reluctant in the matter, as he considered it equal to half fare. Ald. Fleming suggested that it be referred to a special committee or deputation. The Mayor asked if that the subject should be allowed to stand over, pending an appeal by the Street Railway Company in a case decided in favor of the City Council. If this appeal, which would proably be heard in September, were decided in favor of the Council, they could get terms from the company far more favorable than those which Ald. Fleming contemplated. The Mayor's suggestion was adopted.

A recommendation from the sub-committee appointed to examine candidates for the office of inspector of plumbing was forwarded, recommending Mr. W. H. Meadows to that post, as that two inspectors should be appointed instead of one. Ald. Drayton pointed out that the committee, before whom the report came, recommended that one inspector only should be appointed at $1000 per annum. Ald. Ritchie complained that many of the parties presenting themselves for examination were not qualified or even entered. The matter was referred back to the Local Board of Health.

The Board of Works reported having reconsidered six recommendations for roadways sent back to them for the purpose of indicating the life of cedar block and stone roadways. They recommended that the lifetime of cedar blocks be seven years instead of ten, as heretofore, and that of stone fifteen years instead of twenty. A long discussion ensued on the subject, several members arguing that cedar blocks would last ten years with ordinary care. The matter ended by reverting to the old term of seven years for cedar and twenty years for stone.

Ald. Hunter asked if it were legal to give a contract to an employe of the City Council and received a negative reply. He then asked why the contract for the Rosedale Creek sewer was given to Mr. Pollock, an inspector in the service of the corporation.

Ald. Carlyle explained that Mr. Pollock was not, in the strict sense of the term, an employe of the Council, and explained that the reason his tender was accepted was that it was very much lower than that of the others who tendered for the work.

Ald. McMillan proposed that his name be struck off the Board of Works and that of Ald. Millichamp be substituted. The resolution was decided lost without a division.

Ald. Frankland gave this notice of motion:

That I will to-morrow move that considering the large amount of taxation imposed in respect of local improvements, it is advisable to obtain legislation at the ensuing session of the Ontario Legislature, restricting the City Council, unless with the sanction and consent of the property owners, or of said Legislature, from levying and raising, for all purposes outside of local improvements, any greater amount of taxation than 16 cents, or 15 mills in the dollar on the assessment, and that the proportion of said rate to be paid to or on account of the Boards of Public and High School and Free Library Trustees and Police Commissioners be fixed and determined by statute.

Before the Executive Committee.

A special meeting of the Executive Committee was held yesterday afternoon under the presidency of Ald. Boustead, chairman. All the members except Ald. Harvie and Rogers were present. The special business was to hear the opinion of Mr. Christopher Robinson, Q.C. on the powers of the corporation to levy taxes for the maintenance, etc. of thoroughfares constructed under the local improvement plan. The legal opinion on the subject was practically in favor of the levy of a special rate apart from the rest of the general rates for the year by a separate by law.

The Works Committee recommended that a sum of $9320 be placed to the credit of the department to repair the street intersections where occupied by the Toronto Street Railway Company's tracks. The cost of each crossing will be approximately $630, and the area covered is set down at 420 square yards. The report was adopted.

The Reception Committee asked that $1000 be placed to its credit to cover expenses incurred, amounting to $750.46. The balance was asked to pay the expenses of a drive to be tendered to the National Prisoners' Aid Association, a statement of the expenses already incurred was submitted: H. Webb, refreshments, $30; E. Sullivan, do., $35; George Coleman, do., $7.15; T. Haslgrave, do., $12.25.

Ald. Fleming asked for a detailed statement of the refreshment items, but the report was adopted, the alderman being assured that they would be supplied.

A DISTINGUISHED SHORTHANDER.

Reception by the Canadian Association—Exposition of His System.

The members of the Canadian Shorthand Society assembled last night in goodly numbers in their rooms at the Public Library to tender a reception to Mr. George R. Bishop, official reporter of the New York Legislature, who happens to be visiting in this city at present. Mr. Thomas Pinkney, president of the society, occupied the chair, and stated that the council, being aware of Mr. Bishop's presence in the city, resolved to offer him a fraternal welcome. Their visitor, in addition to his official position, had been a member of the New York Phonographic Association, and president of the New York State Stenographic Association. He had been one of the examiners in the speed contest at Alexandria Bay, when 250 words per minute had been taken, and he hoped he would shortly have pleasant recollections of his visit to Toronto and his presence amongst them that evening.

Mr. Bishop then delivered an appropriate address, eulogizing the sights and institutions of this city. He gave particulars of the speed contests referred to in the wonderful result, stating that he knew others who could have written quite as rapidly and have read their notes more correctly. He gave a sketch of his professional experience in law reporting and otherwise. He formerly wrote phonography, but was dissatisfied with its indefiniteness in certain respects, and also with Graham's system, which he also practised. Hence he set to work to improve on them and claimed that his system was more definite in its meaning and easier of acquirement. He then gave a black-board exposition of his system, which consisted in a different vowel indication and a fresh form for the consonants. It was a most arduous undertaking to change from a system he had written for years to a fresh one, but he had succeeded, and could write as rapidly and with much more legibity his own stenography as he formerly wrote phonography. A manual of his system he purposed publishing shortly. At the close of his interesting exposition Mr. E. A. Horton, one of the oldest Canadian reporters, proposed a vote of thanks to Mr. Bishop for his valuable address. Mr. W. J. Butcher and Mr. Thos. McGillicuddy supported the motion, which was carried with acclamation, and Mr. Bishop returned thanks.

A STEAMER IN A CYCLONE.

The Bermuda in Danger of Foundering During a Storm.

NEW YORK, Aug. 29.—The steamer Bermuda, which arrived here to-day from St. Kitts, was struck by a cyclone on the evening of Aug. 24, and narrowly escaped destruction. Everything movable about the deck was carried away, the cargo shifted and the vessel was half full of water. The cabins were almost wrecked. One immense sea boarded the ship aft, smashing the aft steering wheel, and on its way forward pitched the second officer off his feet, and washed away the starboard coal bunker hatch, the ship lurching very heavily and shipping enormous quantities of water fore and aft.

The chief officer and some of the crew managed to get the bunker hatches covered with tarpaulins and spiked down, but the water below rose so low up in the fires and the boilers were losing steam. The steam pumps had been tried, but were found to be useless, as the coal washed from the bunkers, had got into the bilges and choked everything up. The ship was in great danger from losing steam and the engines being rendered useless, when nothing could have saved her. But the engineers and firemen stuck to their posts and managed to keep enough steam so that she would answer her helm. By the evening of Aug. 27 the ship was out of danger. She presents a sorry appearance.

Cholera at Malta.

LONDON, Aug. 29.—There were four new cases of cholera and four deaths at Malta during the past twenty-four hours.

A Corn Ring Broken.

LIVERPOOL, Aug. 29.—The Caledonia corn ring has collapsed.

Anybody that is anybody will witness the benefit game this afternoon between Hamilton and Toronto. Game called at 4.

CHAT ACROSS THE CABLE.

An outbreak of trichinosis is reported at Hamburg.

Count Herbert Bismarck is in England, the guest of Earl Rosebery.

The London Times promises to publish some startling letters from America.

The Sotahs of Afghanistan have abandoned the rebellion and returned home.

Mr. Gladstone will address the National Liberal Federation League at Nottingham in October.

A cocking main for the benefit of the poor is announced at the Chandos Madrid Restaurant, Paris.

It is reported on the London Stock Exchange that a new Russian loan of £6,000,000 has been negotiated in Paris.

The Socialists of Berlin have been forbidden to celebrate the death of Ferdinand Lassale on pain of fine and imprisonment.

The Chambers are preparing a new edition of their encyclopedia in ten volumes. The first of these will be issued next spring.

The Pope has resolved to appoint a special commission to examine the reports made by Mgr. Persico of his mission in Ireland.

Prince Victor Bonaparte has issued a manifesto at Brussels condemning his Democratic party of France for supporting the Opportunist Cabinet.

A large force of cavalry, infantry and police have left Limerick for the O'Grady estate, where they will be encamped while evictions are being made.

Messrs. Gilbert and Sullivan are engaged in stretching out a new comic opera on the subject of the Wild West Show with Buffalo Bill and his English success.

Verdi has founded a hospital at Villa Nuova at a cost of 80,000 francs, with an annual allowance beside of 10,000 francs for ten beds. He visits the place daily.

Archbishop Walsh has published a letter inviting candidates to appoint a steward and a committee in aid of Irish tenants in round table conference on the land question.

The Berlin Socialists have issued a circular to the effect that a conference of the leaders of the society will be held abroad in the autumn. The date and place are kept secret.

A Corsican named Padrona murdered his wife and two children in Paris on Sunday. The woman was shot six times and the children's throats were cut. He says his wife was unfaithful to him.

Princess Beatrice seems to become an amateur photographer, and is plying her new amusement with great industry. She is taking the portraits of the entire court. The productions of her camera are naturally very much sought after.

The Queen is at Balmoral, writing a new book, the subject of which, however, is kept secret, but court reports say that it relates to her impressions of the events which occurred from her coronation down to the celebration of her jubilee.

It is reported at Quetta that the Northern Ghilzais have rebelled and have attacked the garrison under Zudar Mohammed Noor Khan, who escaped from India. The soldiers of Cabul are passively mutinous, and if Ayoub Khan crosses the frontier they will join him.

Zanzibar despatches say: "Messengers from Uganda report that Missionary Mackay has obtained the permission of King Mwanga to return to the coast. He reports that King Mwanga is still holding out. The King Mwanga has organized an expedition against Unyoro."

Prince Ferdinand, temporarily of Bulgaria, is endeavoring to effect an insurance on his life through English companies, but his success is yet uncertain. He tried in vain to induce Austrian companies to take the risk before he left Vienna for Bulgaria and their refusal will doubtless influence the English companies.

The Freemason's Journal states that Arthur O'Connor, M.P. for Donegal, and Sir Thomas Henry Grattan Esmonde, M.P. for Dublin County, will visit the United States in September and address monster meetings to the convenes by the Irish National League of America. Sir Henry Esmonde is a great-grandson of Henry Grattan, the famous Irish patriot.

AN UPRISING IS IMMINENT.

A REIGN OF TERROR PREVAILS IN THE CUBAN CAPITAL.

The High-handed Proceedings of Captain-General Mercia Driving the People to Desperation — The City in Charge of Regular Troops.

NEW ORLEANS, Aug. 29.—A Key West special says advices received on Saturday night state that great excitement prevails in Havana, caused by the recent acts of Captain-General Mercia in taking possession of the Custom House and placing the officials under arrest. The city is in charge of regular troops, and the situation becomes daily more desperate, recalling the events attending the massacre of the medical students in 1861. A reign of terror prevails, and it is expected that Havana will be declared in a state of siege. Already several conflicts have occurred between the troops and civilians, resulting in the killing of some and the wounding of others. The Captain-General has issued a proclamation calling on the rioters to maintain order, otherwise severer measures will be adopted to uphold the law.

Daily conferences are being held with the military chiefs, and measures will be adopted to prevent a general uprising, which is imminent. The colonels of all the volunteer regiments were called together and ordered to disarm their forces, otherwise they would be held responsible for what might occur. The volunteers, who are opposed to Marcia, and encouraged therein by political bodies, are desirous of his removal, and have joined the rioters.

Several meetings have been held where cheers of "Viva Salamanca" were given, and cries of "Down with Marcia." The city is placarded with a call for a general mass meeting to-night, and requesting all to bring arms. The call is believed to emanate from the volunteers, and serious trouble is expected. So far the Captain-General controls the situation with the regular troops which have been distributed throughout the city prepared for any emergency. The artillery have been placed in commanding positions, while the troops stationed in the towns adjoining Havana are kept under arms, ready to move at a moment's notice. Those in Havana also have been quartered in the barracks several days. The battalion of Isabella Segunda and the Spanish Regiment are under arms at the Cabanas and Castillo del Principe. Orderlies are hurrying in all directions conveying messages. Artillery stands in front of all public buildings throughout the city, and mounted police are patroling the principal streets.

All confidence appears to be gone, even the cable officials are suspected, and the military are in charge to prevent dispatches being sent out. The city is in a state of seige. All important dispatches between the officials in Havana and the authorities in Madrid are sent through the Spanish Legation at Washington, the replies being also sent to this office. A Spanish gunboat with General Marcia state on board left for Spanish Honduras to-day. No serious conflict has yet taken place, but the feeling against the Captain-General is so bitter that a feeling of uneasiness premeates every branch thereof.

Not Believed in New York.

NEW YORK, Aug. 29.—Cubans in this city think there is no reason to believe that there is any new revolutionary or in any sense important uprising in Havana.

THE C.P.R. WILL NOT INTERFERE.

The Construction of the Red River Road a Matter for Federal Action.

MONTREAL, Aug. 29.—Sir G. Stephen, Sir D. Smith, M.P., and Mr. Van Horne have just returned from a visit to the Northwest, and report the crops as being in splendid condition. They also say that the Canadian Pacific Railway will not interfere with the construction of the Red River Valley, as the matter rests entirely with the Federal and Manitoba governments. Mr. Van Horne said the report was based on an unwarranted attack on his company and injurious to the interests of Canada, and says the course to adopt is a direct appropriation. When the road is finished the next move will be to have the custom house removed.

The ladies will certainly attend the benefit game this afternoon between Hamilton and Toronto. Game called at 4.

Tried to Hide a Case of Suicide.

INDIANAPOLIS, Aug. 29.—Samuel Sparks, a once wealthy man, ended his life with a dose of poison, the result of his loss of fortune. His wife tried to keep his suicide from being public, and after much difficulty procured a burial permit without giving the real cause of death. The coroner learned of the suicide after the ceremonies were over at the grave, and with the mourning relatives and friends surrounding him conducted an inquest, after which he assisted in the last sad rites.

Trouble in a Religious Order.

MONTREAL, Aug. 29.—Some excitement has been caused in religious circles by a suit which has been instituted in the Superior Court by Rev. Frere Napoleon Huneault of the Order of the Holy Cross, known in religion as Brother Wilfred, against Rev. Bro. Rouage, Provincial of the order and Judge McDougall, of Laval College, for $8000 alleged damages for expulsion from the order. In his declaration the ex-brother states that he was expelled by the Superior to perform duties which he was physically unable to do, consequently his expulsion.

He Crawled Under the Barn.

NEWYAGO, Mich., Aug. 29.—A W. Lambson, a well-to-do farmer of Ashland Township, was severely gored and bruised yesterday by the same bull which a few days ago gored Mr. Shippy, who yet lies in a critical condition. Mr. Lambson only escaped death by crawling under the barn. The beast was finally captured and anchored to a stump where he awaits another victim.

A Toronto Man Drowned.

PORT HURON, Aug. 29.—Saturday evening Frank Goodwin of Toronto, a waiter on the steamer United Empire, was walking along the dock with a friend when he slipped and fell by a projecting piece of lumber piled on the dock, stunning him so that he fell into the river He did not rise to the surface.

Charged With High Treason.

PARIS, Aug. 29.—Two secretaries of Gen. Ferron, Minister of War, have been arrested for disclosing to the Figaro the plan for carrying out the mobilization scheme, and thus allowing its publication contrary to the Government's wishes. The charge against them is high treason.

The Duke of Marlborough in New York.

NEW YORK, Aug. 29.—Among the passengers on the Umbria yesterday was the Duke of Marlborough.

UNITED STATES NEWS.

A slight shock of earthquake was felt at Augusta, Ga., on Sunday night.

The carpenters of Chicago have decided not to demand an increase in wages.

Jesse Pomeroy, the boy murderer, made another well planned attempt to escape from Charleston State Prison.

Bartley Coffield, employed in the South Boston gas house, on Saturday stabbed Cornelius Cronin, a fellow workman, to death.

The continued cold and rainy weather in Dakota has caused a serious check in gathering small grain. Corn will suffer to some extent.

Eight members of No. 2 Engine Company of Plainfield, N.J., have been arrested on a charge of arson. One of them confessed that he had drug a number of places by using kerosene.

For the sentence of death on Oxey Cherry, the 12-year-old colored girl of Columbia, S.C., who murdered a white playmate she was tending, has been commuted to imprisonment for life.

The authorities at Washington have decided that cream imported from Canada is properly dutiable at the rate of ten per cent. ad valorem as a rawand unmanufactured article.

John J. Scully, late director of the Cincinnati Infirmary, who was indicted for misappropriating funds and fled to Canada, has returned to Cincinnati and surrendered to the authorities.

The instruments of the Baltimore and Ohio Telegraph Company were summarily removed from the Exchange Hall of the Board of Trade on Saturday, until such time as they agree to sever all connection with pocket shops.

OUR OWN COUNTRY.

Items of Interest Received by Mail and Wire.

The Yorkton, N.W.T., Agricultural Society will hold their annual fall exhibition on Oct. 6.

Rev. Hugh Rose of Elora died on Sunday of typhoid fever.

William Cox, a Hamilton teamster, was dangerously injured yesterday by falling in front of a team he was driving.

By an explosion of dualin in the Welbur mine, near Kingston, on Saturday, J. Dinnie had a leg broken.

John Ryan of Brockville has received the contract for the Gananoque Electric Railway.

J. P. Laurason's store at St. George was burglarized on Sunday night. A gold watch and chain were carried off.

John Barrett of Dundas has been committed to Hamilton jail as a lunatic.

Mrs. Thompson of Beachville celebrated the 100th anniversary of her birth last Saturday. The invitations to her guests were written by the old lady herself.

Jacob Ryan, a blacksmith, was committed to jail in Hamilton yesterday for twenty days, without the option of a fine, for assaulting Timothy Sullivan and calling him a scab.

MANITOBA'S GRANARIES.

Hon. S. C. Wood Talks About the Prairie Province's Great Harvests.

Hon. S. C. Wood, Manager of the Freehold Loan and Savings Company, who has returned from a three weeks' visit to Manitoba, gave the following impressions of the present condition of that country to The World yesterday:

"I left Toronto about the beginning of August and drove over 400 miles throughout the Province of Manitoba. I found the crops unequalled since the organization of the province. The wheat is excellent in all parts of the country, if you except a few fields now and again which were noticed not to be so good. All the farmers with whom I conversed are certain that the yield will not be found less than twenty-five bushels to the acre. From what I saw myself it is my opinion that this estimate will prove correct. The oat crop is also good, but the barley is nothing extra. Root crops of all kinds looked well, and will turn out good. As to these crops not much revenue is gained by the farmer through them. The reason is that each farmer cultivates only a few acres, owing to the local demand (which is the only one) being very limited.

"When I left Winnipeg on Aug. 20 it was generally supposed that three-fourths of the wheat crop had been harvested. The people have had new hopes infused into them by the brilliant prospects of an abundant crop. In Winnipeg the good crops gave confidence to the merchants, but values have not as yet been affected. The business facilities of Winnipeg are sufficient for all the country, towns and villages which are tributaries to its trade. Increased railway facilities, along with the present year's good crops, will naturally give greater confidence to persons leaving Ontario for the Northwest. They will also have the effect of a fewer number of Canadians going to the United States, and of a larger number immigrating to Manitoba.

"I regret to have to say that the largest proportion of Manitoba farmers are in reduced financial circumstances. The early frosts and bad harvests could have but one of two results—either the reduction of capital, or increased debt. Last year's crop, though not a very good one, as regards first class grain, was in excess of the two or three previous years. The sample of last year was good indeed. This year, however, they will have a very large crop of first class wheat, but it will take two or three years to remedy the drawbacks of the past. They are yearly improving on their system of farming. Owing to a large amount of summer fallowing and fall plowing, and consequently can sow earlier, and in case of a dry season the better cultivated land stands the drought much better than others.

"There seems to be but one opinion regarding railway accommodation. The railway from Winnipeg to Portage la Prairie, 60 miles in length, is being built. It is proposed to extend that from Winnipeg, on the south side of the Assiniboine, to Portage la Prairie, 60 miles further. This will connect with the Northwestern, having an independent charter and which is already completed through Gladstone, 30 miles to the westward. Brandon is about 40 miles to the northwest of the latter place. It runs through a magnificent country and is being extended to Lake Manitoba. The question of freight rates is important to the profitable development of agriculture, but, in the present financial position of Manitoba, the farmer thinks he can't afford to pay all other considerations. The Manitoba farmer is thoroughly convinced that he is unjustly treated by the railway companies, but he is determined to have his rights at all hazards.

"The Local Government fully understand the grievances of the farming community and are giving expression to it by every possible means. The question of railway accommodation is above party politics in Manitoba, and as a consequence, something, it will be obtained. The farmers there work hard, they are economical, and with the present year's crop and better prices for their produce, I believe they will be a prosperous and happy community."

A CHAMPION CARSMAN'S CUPS.

One of the Toronto Rowing Club's Trophies Found in an Auction Room.

In the window of Macfarlane's auction room, in Adelaide-street, are two plain looking cups offered for sale. One of them has a history, and the members of the Toronto Rowing Club will learn with surprise and disgust that the trophy which was offered for competition in the celebration of education, cultivation and civilization.

"Are you going to the ball this afternoon (between Hamilton and Toronto)?" "Rather!" Game called at 4.

Around the Police Stations.

Tom Somerville, an ex-member of the Toronto police force, runs a livery stable at Newmarket. Last evening he sent a telegram to the city, stating that a man had hired a rig from him and started for Toronto and did not intend to return. All the police stations were notified and at 11 o'clock Officer Cunningham nailed the horse and man in North Toronto. The man gave his name as George Baker of 29 Richmond-street. A loaded revolver was found in his possession.

George Kane and two other boys went into Mrs. Macdonell's cigar store in King-street east last night and while Kane was in the store they chased and Kane was captured and locked up.

Ed. Sullers, aged 14, of 194 Robert-street, was locked up by Detective Cuddy yesterday on a charge of stealing two revolvers, a baseball and other articles