To the Trade

Jan. 24.

Seabelle Serges

Every merchant in Canada selling Dress Goods should see them. We are

The Only People

from whom the trade can procure them. They are made specially for us under

Our Registered Brand.

Filling Letter Orders a Specialty.

John Macdonald & Co.

Wellington and Front Sts. East, TORONTO.

FROM COLLINGWOOD TO TORONTO.

Application Will Be Made at Ottawa for the Incorporation of a New Carrying Company.

Application will be made at the next session of the Dominion Government for an act to incorporate a company, with all the necessary powers to construct, operate and maintain a line or lines of railway from Collingwood to Toronto, and also to maintain a fleet of vessels to run between Toronto and the River St. Lawrence.

Mr. William Mortimer Clark, Q.C., is the solicitor for the applicants, the names of whom have not as yet been made known. Mr. Clark says there is plenty of money in the company, which is composed of financial men. The new railway will do a grain-carrying business principally. Grain from the Northwest intended for the seaboard will be conveyed by way of Toronto.

The company will establish elevators at this port for storage purposes. From Toronto the grain will be carried to Montreal and other Eastern points by a fleet of freighters. If the charter is granted, the work of building the railroad and the boats will be commenced at once.

DUNCAN McINTOSH BURIED.

Large Number of Friends Pay Their Last Sad Respects—Miss Fisher's Funeral.

The late Duncan McIntosh, president of the McIntosh Granite and Marble Works, was buried in Mount Pleasant Cemetery yesterday afternoon. At the family residence, 23 McMillan-street, an impressive service was read by Rev. John Neil of Westminster Church. The employes of the McIntosh Granite and Marble Works and a large number of the members of Granite Lodge, A.O.U.W., attended. The floral offerings were numerous.

The remains of the late Miss Marion L. Fisher were taken to Dundas for interment. The body was accompanied by deceased's mother, sister and brother and a number of friends. A short service was conducted at her late home, 59 Dunn-avenue, prior to the funeral to the South Parkdale Station.

FARMER ABAR HELD UP.

His Revolver and $2 Taken, But the Robbers Missed a $40 Wad in His Sock.

Windsor, Ont., Jan. 23.—Farmer C. B. Abar of Sandwich East Township was held up and robbed of his revolver and a $2 bill near the Walker cattle barns last night. Abar had just returned from Chicago and was going home from Walkerville on foot. One of the two footpads stood over Abar with a gun, while the other turned out the farmer's pockets and took all the contents. They missed a wad of $40 that was tucked away in their victim's sock. Abar is of the opinion that the highwaymen were negroes. He told Detectives Campau and Mahoney this morning that he was too scared to use his own revolver.

Up-to-Date Sleepers Between Toronto and New York Via C. P. R. and New York Central.

New and elegant buffet sleeping cars now in service between Toronto and New York via C.P.R. and New York Central. These cars are equipped with gas broilers, by which patrons can obtain a nice steak, chops, chicken, etc., superbly broiled and well served, at reasonable rates. Daily service from Toronto at 5.20 p.m., arriving Grand Central Station next morning at 8. Rates as low as any other line. Call at C.P.R. Ticket Offices for information, tickets, etc., or address Harry Parry, General Agent, New York Central, Buffalo. ed

The Pacific and Oriental Mail

Leaves Grand Central Station, New York, by the New York Central, every night in the year at 9.15, and the fourth night thereafter this mail is at San Francisco, ready for delivery or transfer to the steamers for Hawaii, Australia, Philippines, Japan and China.

See the new "Round the World" folder just issued by the New York Central Lines.

A copy will be sent free, post-paid, on receipt of three cents in stamps, by George H. Daniels, General Passenger Agent, Grand Central Station, New York.

The Demon Dyspepsia—In olden times it was a popular belief that demons moved invisibly through the ambient air seeking to enter into men and trouble them. At the present day the demon, dyspepsia, is at large in the same way, seeking habitation in those who by careless or unwise living invite him. And once he enters a man it is difficult to dislodge him. He that finds himself so possessed should know that a valiant friend to do battle for him with the unseen foe is Parmelee's Vegetable Pills, which are ever ready for the trial. ed

The Canadian Pacific train leaving Toronto 9.45 a.m. connects with the "Empire State Express" on the New York Central due New York 10 p.m. A splendid train. ed

STYLISH SCOTCH TWEED SUITINGS.

The newest of the new. We bought only what was refined and exclusive—hence the superiority and excellence of our selection.

Store Closes Saturday 1 p.m.

SCORES',

HIGH-CLASS CASH TAILORS,

77 King Street West.

CASWELL MAKES A MOST STARTLING STATEMENT!

City Solicitor Says Engineer Rust Has, Under the Agreement, No Supervision Over the Toronto Railway System.

Controllers Afraid to Follow the Mayor in His Efforts to Get Justice for the People—Mayor Suggests a Second System in Toronto to Give the Citizens Proper Accommodation, but the Controllers Stand Out—Frame Talks About a "Bluff"—Rust Says the Company Ignores Him.

"I'm sorry to see you late!" said Controller Sheppard yesterday morning as the Mayor entered the Board of Control room one minute late. Ald. Frame was still absent.

"I want to draw your attention to section 38 of the Street Railway agreement," said the Mayor. "The Solicitor is coming in."

Turning to Mr. Caswell, His Worship said: "I want your particular attention to the first line, which says: 'Cars are to be of the most approved design for service and comfort.' There is a suit pending with reference to that. What stage is that suit in?"

Mr. Caswell replied that Mr. Drayton, who was in Ottawa, was in possession of all the facts.

The Mayor: Will you tell us why some of the old cars, that are clearly outside the provision of this section, are allowed to run? Cannot the Police Commissioners at once stop those cars from going on the street, upon the report of the Engineer?

Mr. Caswell: I do not know that.

Caswell is Pulled Up Short.

The Mayor: Why not?

Mr. Caswell: We ought not to take the law into our own hands.

The Mayor: You are for peace at any price.

Mr. Caswell: One person might have one opinion on this matter, and another a different opinion.

Controller Sheppard: The suit will lay down the standard.

The Mayor: We lay down the standard.

Controller Sheppard: Justice should be the standard. I might think a car good enough that you would not allow on the street at all. The courts will lay down the standard.

A Startling Statement.

The Mayor: Mr. Caswell, what provision is there in this agreement authorizing the City Engineer to have supervision over the system?

Mr. Caswell: No provision at all.

Controller Spence: Section 38 makes provision in the case of overcrowding.

The Mayor: I think the City Engineer is our mouthpiece and judicial adviser of the exercise of supervision. He is the judge, subject to our approval, as to the design of the cars. I think he can demand anything necessary and proper. I think the police can stop these cars that are ostensibly and clearly not within the scope of this section. I think we ought to make a move to stop these cars by the authority we have through the police.

Controller Sheppard: The moment you start to do that you will interfere with the comfort of the citizens. If you take the cars off the street, you prevent the people getting from one part of the city to another, and you will get yourself into trouble.

The Mayor: We can remove one car or a dozen to demonstrate our rights, and we can assure the company that we will remove more.

Controller Spence: How do you mean to do this?

The Mayor: The police will not allow the cars to leave the barns that have no business on our streets.

Is Sheppard Scared?

Controller Sheppard: That is a dangerous thing to do with a suit coming up on Feb. 19.

Controller Spence asked for information about the suit, and Mr. Fullerton was sent for.

The Mayor: I differ entirely with the suggestion that we ought to wait for the committee to do everything. I think we should go to the courts only for what we cannot take ourselves. Anything within our own power we ought to do. The police are agents of the city and under our control largely. I think the Council should pass a resolution asking the Commissioners to prevent the use of those cars not approved of by the Engineer.

Controller Spence: I was under the impression that the Council has no control over the police.

The Mayor: While I don't approve of the constitution of the Police Board as it exists, still I think the Police Commissioners would meet the Council's views.

Police Boss the People.

Controller Spence: But we have no power to give them instructions.

Controller Sheppard: I don't think this is the proper course to pursue. The suit is the proper way to redress. If the suit had been pressed, as possibly it ought to have been, it might not have been so late.

The Mayor: These abuses have been prevalent for years.

Controller Sheppard: You have not been here long, and possibly your predecessors did not take the steps that you and this Board of Control will take. If we take the law into our own hands, we might prejudice the case before the courts.

Mr. Fullerton here gave a statement of the suit. Four things are, he said, involved: 1. Prevention of overcrowding. 2. Design, condition and cleanliness of the cars. 3. To compel the company to give yearly accounts. 4. To compel transfers from day cars to night cars.

The Mayor: What is to prevent us, Mr. Fullerton, from enforcing the law with regard to the overcrowding?

Mr. Fullerton: The Council can enforce what is within the legislative powers of the Council.

The Mayor: Have we not the right to pass a bylaw to penalize the conductors for breach of section 38 of the agreement?

Mr. Fullerton: I am not sure of that.

Controller Spence: The company want us to use the police for the duty which their conductors should do to prevent overcrowding. We have already declined to do that.

Controller Sheppard: It seems to me the simplest thing in the world to prevent the overcrowding of cars. Let the Engineer increase the time table to the limit of the capacity of the streets. The chief difficulty is on Yonge, between King and Queen. The cars should run along Church or York-street. If a two-minute service is not enough, have one and a half minutes, if the capacity of the streets will stand it.

Company Won't Put on Cars.

The Mayor: We have not been able so far to compel them to put on the cars.

Controller Spence: You know how the Council has blocked increasing of the service. And you know how the company ignored the time service prepared by the Engineer.

Controller Sheppard: The time has arrived for that thing to cease.

Mr. Rust: The time table I prepared last year was not carried out. The company ignored it, or only carried out part of it.

The Mayor: That's just it.

Controller Spence was in the middle of a speech, arguing for full information from the Engineer, when the Mayor said: "As long as you are contented the company will do nothing."

Controller Spence: I don't like that remark from Your Worship. I don't like any reflections or insinuations that I am contented. I am discussing what is best in the public interest.

The Mayor: You are making yourself contented with it. I do not appreciate your lecture at all, Mr. Spence.

Controller Spence: I was expressing my mind on your lecture, Mr. Mayor.

The Mayor: You are contented with the condition of affairs.

Spence is Not Contented.

Controller Spence: We are not contented. I am not contented for one. I am most discontented.

The Mayor: Your suggestion is not to stop the cars, for fear of lessening the public service. The result of that is to stay as we are. I would stop the cars and penalize the conductors by our own legislation. But I would take the opinion of the Solicitor on that. I may say, however, that I have consulted legal gentlemen of the highest standing. I did that we could go so far as to fine the conductors.

Controller Spence: I am thoroly in sympathy with stopping the overcrowding. But what we want to do is to make the company carry the people. The company would like us to make use of the police and to penalize the conductors. That would simply make the people wait for the cars to suit the company. It would be playing into their hands.

That's the Point.

The Mayor: Your reasoning does not go far enough. If they have not sufficient cars to convey the public, they would certainly forfeit their franchise.

Controller Sheppard: Why not put on cars on any line up to the limit of that line?

The Mayor: We have been unable to compel them to do that.

Controller Sheppard suggested a suit to attain this end.

Mr. Caswell replied that the court could either give damages against the company, or compel them to forfeit their franchise. He said it is much harder to enforce an agreement than to prevent something being done.

A Rival System Proposed.

The Mayor: Exactly. Now we can lay down an exactly parallel system. We can get the City Engineer to map out a rival system, and direct the company to construct those lines, or forfeit the right to construct them. I think that would have a more wholesome effect than any other one thing we could do. They cannot afford to duplicate the system, nor can they allow a forfeit to take place whereby the system can be duplicated by anyone else. If we pass a bylaw, then we will have the Street Railway Company upon a negotiating basis, and we will have the right to force them either to the limit in that direction, or we may arrive at a compromise whereby these abuses will cease. I think it is clearly within our power to do that, and I think we have a splendid reason for it, because, in my action to prevent the overcrowding, Mr. Gunn made an affidavit, expressly saying that more cars could not be put on without danger to life and limb. If, as he swore, they have exhausted all their resources, let us compel them to ease the traffic by passing a bylaw for the laying down of a duplicate system. The people are alive now to the state of affairs.

Mr. Rust Sees It.

Mr. Rust: The Avenue-road line down to the Union Station would relieve Yonge-street.

Controller Spence: Could we cross their tracks?

The Mayor: Yes, and use 100 feet of their tracks.

Controller Spence argued for a time table that would satisfy all the public demands, and then for a suit to compel the carrying out of this time table.

Controller Sheppard: Has the Engineer the right to compel the running of the Queen-street cars down Church-street?

Mr. Rust said he had asked the company to do so.

Controller Sheppard thought the legal department should be consulted and the suit instituted.

Mr. Rust said he had last year's time table. He agreed that the Council should compel compliance with it.

The Mayor read the sections of the agreement for the laying down of new lines. He again pressed the right to let a new company come in.

Mr. Rust said he had the time table in print, and asked to have it reconsidered.

It was then decided to do nothing pending the consideration of this time table.

The New City Hall Stairs.

Controller Sheppard asked the architect when the contract time for the new stairs expired.

The Engineer entered into a long explanation of the sub-lettings of the contracts, making it out a very complicated affair. The present condition of things, he said, was that Mr. Lee, the last of the sub-contractors, was not a long-established firm, and was not able to push the work. The Architect made a serious charge against the Property Committee of last year. He had brought Mr. Lee's delay before the committee repeatedly, and the committee had given instructions to hurry it up. But as soon as the meetings were over, the individual members went to Lee and patted him on the back, saying: "You are a good fellow, anyway; take your own time." That was the underhand way things were done in the Hall. He had, he continued to say, been coaxing the sub-contractor for three years, and it would take six weeks more, he thought, to complete the stairs. He might cancel the original contract of the Dominion Bridge Company, and sub-let the balance of the work.

Controller Shippard thought there was no reason for the delay, and it had better end.

Needless Delay.

Controller Spence said that any two-penny-halfpenny carpenter would have finished the work in a private house in a fraction of the time required to complete the members' cloak room.

The architect made an explanation that six weeks were required between each coat of paint. The members were jumping on him.

Controller Spence: And so they ought to jump upon anyone who is responsible for this needless delay.

Mr. Lennox agreed to hurry up. In regard to the poor heating arrangements he said the engineer had the boilers going at full blast the day before and the fans shut off. "We require brains," he said, "to run things right in this place."

Controller Sheppard asked had the architect's staff been dropped in accordance with the decision of the Board of Control. The Mayor had undertaken personally to see that it was done next day.

The Mayor: I was very busy next day.

Controller Sheppard thought the Mayor had better join in the handspring exercises and hurry up.

Mr. Lennox giggled.

The Mayor: I work about 15 hours a day here, and do all I can. The committees do very little. However, I will see the architect about this.

The Davidson Case.

The Mayor: There is another matter I wish to bring before the Board. Before my election I went to see Mr. Curry, and desired to lay an information against the Street Railway Company in the Davidson manslaughter case. I could make nothing of Mr. Curry. He told me the coroner's jury had not reported in the Rogers case. I see now they are leaving out the principal offenders and try to put it all upon the poor devil of a cabman, passing over the parties who are largely, if not entirely, responsible. Well, now with regard to this Davidson case, I understand that the city of Toronto as a corporation has the right to indict, and I think we ought to proceed in that way against the Toronto Railway Company. Of course you cannot imprison a corporation, but if we have this mode of procedure we may fine them. I think we ought at once to lay an indictment.

Controllers Spence and Sheppard did not think they had considered the matter sufficiently, and a report from the City Solicitor was requested.

Duplicate Line Stands Over.

The Mayor asked if they would recommend a report from the Engineer on the duplicate car service.

Controllers Spence and Sheppard were hardly able to make up their minds.

Controller Frame, who had entered about five minutes late, and had sat silent all the time, but evidently thinking hard all along, said: "Won't the company take this as a bluff?"

The Mayor: They can take it as they like.

Controller Frame: It is a heavy deal to go in for a duplicate line.

Controllers Spence and Sheppard finally declined to recommend a report from the Engineer, and the matter was allowed to stand over to the next meeting of the Board, at 3 o'clock to-day.

Rev. Mr. Rowe on Salary Bylaw.

Rev. Elliott S. Rowe, who is the man behind the "public conveniences" scheme, was honored by a seat on the floor of the Council chamber on Monday afternoon. He wrote the following interesting letter to Mayor Macdonald yesterday:

Dear Mr. Mayor,—In the recent election I did not vote for the successful Mayoralty candidate, but I have no sympathy with the criticism of your action in reference to the payment of salaries to the Mayor and aldermen. It seems to me unfair to claim that the vote on that question was a clear declaration of the voice of the people regarding it. If the people had considered the question to be vital, they would have elected the one candidate for the Mayoralty who declared himself for the non-payment of salaries and made his chief appeal for support upon that feature of his policy. In any case you, in view of your interpretation on the question, cannot now do otherwise than adhere to the position announced in your campaign. I am glad you have done so, and I think most fair-minded men will endorse your action. You will be held accountable for the results of your policy—you are therefore entitled to the liberty of following your own convictions. Yours truly, (Signed) Elliott S. Rowe.

St. Lawrence Market Piers.

The investigation ordered into the condition of the work and material in the St. Lawrence Market improvements will probably be concluded in time for a report from Architect Gray next week. Mr. Gray has had one of the piers taken down and examined from the foundation. Engineer Duggan of the Dominion Bridge Company, Engineer Rust and others have been fully consulted. It is perhaps the most remarkable thing of all in connection with this work that in face of the constantly repeated charges of inferior material put into it the city never appointed an inspector.

Fire and Light Estimates.

The estimates of the Fire and Light Committee were ready yesterday. They show an increase over last year's expenditure of $1654. The principal increase is under the head of salaries, to $125,092 from $120,771. This is accounted for by $1100, the salary of the additional district chief, and $3221 increase due to the men for length of service. New plant in this year's estimates represents $13,540, as against $5121 expended last year. The chief items of new plant are the 65-foot aerial hook and ladder truck, $4000, and 3000 feet 2½-inch fire hose, $2700. The estimates show a number of decreases in ordinary items.

To-Day at the Hall.

This will be a big day in the Hall. The following meetings have been arranged: Fire and Light, 2 p.m.; special meeting re Technical Schools, 3 p.m.; Parks and Exhibitions, 4 p.m.; City Council, 7.30 p.m., to elect members of the High School Board and transact ordinary business.

City Hall Notes.

The secretary of the Railway Committee of the Privy Council has notified the City Solicitor that Tuesday, Jan. 30, is the day fixed for hearing the applications for railway crossings at Dunn-avenue, Cherry-street, Dowling and Jameson-avenues.

The Robert Simpson Company have a permit to erect a six-storey brick, stone and steel addition to the premises at 164-6 Yonge-street, cost $40,000.

Veteran Gets His Medal.

Mr. J. Goddard of 139 Euclid-avenue yesterday received his Fenian Raid medal. It bears two clasps, for the raids of 1866 and 1870. Mr. Goddard served with his regiment, the 1st Battalion, Prince Consort's Own Rifle Brigade, and was employed doing guard and patrol duty in Quebec.

FREE TO CATARRH SUFFERERS.

There is only one permanent cure for catarrh. It is called Japanese Catarrh Cure. We will send two weeks' trial free to any person who has catarrh. So sure are we that Japanese Catarrh Cure will cure any case of catarrh, we will send a regular ten-cent sample and book on catarrh to you absolutely free. Hundreds of letters state that even the small sample box has done wonderful work. Mr. John Carroll, Strathroy Ont., writes: "Enclosed find 50 cents for a box of Japanese Catarrh Cure. Even the small sample box you sent has done me more good than all other remedies I have ever tried. I know of a person living near me whom it has cured." Japanese Catarrh Cure is sold by druggists everywhere. Sample free. Enclose 5-cent stamp for post. Address The Griffiths and Macpherson Co., Limited, 121 Church-street, Toronto.

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The heart can't stand the stress and strain of this busy, bustling age.

It gets weak and irregular in its beat.

Throbs and skips beats now and then.

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How's the health and strength to be regained?

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How do you know they cure heart trouble?

Well! here's proof from a Montreal lady.

Her name is Mrs. Pickel.

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This is her statement:

"For several years I was greatly troubled with palpitation of the heart, extreme nervousness and dizziness. My heart would throb and beat so that it would seem to go into my throat, which would cause a choking sensation.

"I grew so bad that I could hardly go around, and going upstairs would so tire me that I would be completely used up, I was all run down and enfeebled. My nerves were so bad that I could not sleep at night, but would toss around.

"I used many kinds of remedies, but none seemed to do me any good. I then got Milburn's Heart and Nerve Pills and received great benefit from the first. I kept on improving and am now well—my heart strong, nerves toned up and blood enriched."

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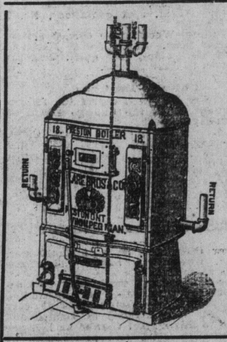

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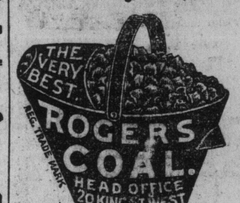

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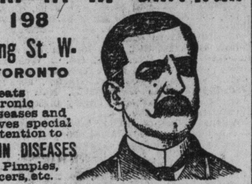

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