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"I value and prize the day of rest. It is a solemn, religious and great human institution. In my religion I believe in mercy and not sacrifice. I cannot say that the rich man shall have his carriage and the poor man shall not have his street car. [Cheers.] I cannot say that the rich man shall take the air in his garden and the poor man shall not take the air in the parks—[cheers]—that would be sacrifice and not mercy. I hope that no one will be called Pharisee because he objects to the cars, and that no man will be denounced as irreligious because he wants them." [Renewed cheers.]—*Prof. Goldwin Smith at St. Andrew's Hall, Dec. 23, 1891.*

They Cannot shirk Responsibility.

The great evils from which the city is suffering to-day had their origin or first began to put forth their evil shoots during the Howland administration. It was during that reign that the corporation was converted by the real estate speculators into a sort of big and easy-going loan office.

Exploiters bought farms, opened streets through them and sold the 66-foot strip of land that bisected their goose pasture to the city for nearly as much or more money than they had paid for the whole property. Persons who ventured to question the policy of this expansion of the local improvement system were airily assured by the administration of that day that it was all right. It will be all charged up against the property, it was said. The Don improvement had its birth in that era.

The Esplanade question fastened itself into knots under the same prentice hands. John McMillan and R. J. Fleming were ministers of that dynasty and are its true heirs. Honest John candidly avers his readiness to shoulder his share of the guilt but although the other gentleman profited by the boomster days that followed this local improvement carnival he is conveniently dumb respecting his responsibility for it.

He bewails the deplorable condition in which the city finds itself, and he proposes a few picayune remedies for purging us of the load of taxation which the government of enthusiasm and moral regeneration left as an inheritance to the people. We will not say that Mr. Fleming has not profited by experience gained then. We hear nothing in his speeches during this campaign of intentions of curbing the "rum power" or of extending the operations of the expensive morality department, which is another of the costly fads of the Howland regime. It would be inconvenient to refer to these just now.

Does any one look upon Mr. Fleming as a man of ability? Will one of the gentlemen who were his colleagues in the council say that he was regarded as a power among his fellow-aldermen? As a temperance and revival worker he was persona grata to Mayor Howland, and whatever feeble lustre he possessed was a borrowed light. These are cold facts and if the citizens expect that they will get relief from present burdens or that the vast work of putting the city's affairs on a business basis can be accomplished by R. J. Fleming they are leaning on a broken reed.

Let Mr. Fleming explain at his next meeting what he did to save the city from the reckless exploitation of the local improvement system; and what he did to prevent the costly folly of straightening the Don north of the Gerrard-street bridge, through the city's own property.

His campaign is based on one act. He has got the credit of procuring the passage of an ordinance that laborers on city works shall not receive less than 15 cents an hour. We have heard laboring men declare that even that piece of legislation has incidental disadvantages, one being that it overstocks the Toronto labor market and makes work at any price hard to get. Be that as it may, one thing may be observed. Some people can be very liberal when dealing with other people's money. When Mr. Fleming is administering the civic funds he pays 15 cents an hour, when he is doling out R. J. Fleming's funds 10 cents an hour is good enough.

Mercier and Tweed.

Those who object to the action of Lieutenant-Governor Angers of Quebec in dismissing the Mercier Ministry and dissolving the Legislature are in reality assailing the one feature of the British constitution which preserves to us the blessings of the monarchical form of government. The difference between a constitutional monarchy and a republic lies more than in anything else in this vitel point, that while in the latter power rises from the people, in the former it flows from the Crown. It is true that in ordinary times, as Sir Erskine May has happily shown, the Sovereign of England reigns but does not govern. It is true that for many years it has been customary to assume that his only duty, besides serving as an ornamental figurehead, is to sanction the proceedings of any body of ministers holding the confidence of the people. Nevertheless, it is well to be reminded occasionally that, whatever modern practice may be, the theory of the British constitution is not altogether a dead letter—that beneath the velvet glove there is an iron hand. It is at once the glory and the strength of our system of government that it provides for all possible vicissitudes in the life of a nation, permitting the utmost degree of individual liberty compatible with good order, yet reserving in the hands of the Crown the power, if necessary, to protect the people from the rapacity of a horde of reckless demagogs.

Twenty years ago New York city was at the mercy of the infamous Tweed ring. In many respects William M. Tweed was the exact prototype of Honore Mercier. Shrewd and audacious, he knew how to capture the hearts of unthinking voters by the very profusion of his extravagance with public plunder. His blandishments and his prodigality blinded the ignorant classes. Long after he was branded as a bandit he remained a popular idol. While sure of the support of the multitude he was able to defy the taxpayers. If those who had to foot the bills endeavored to stay his hand, his insolent reply was always: "Well, what are you going to do about it?" With the utmost difficulty Tweed was overthrown, but his successors have renewed his tactics, and hold the metropolis once more firmly in their grasp. It is the misfortune of all American cities that men of wealth and intelligence often feel themselves helpless before the brute force of a misguided majority. Under the British system of government, there is some comfort in knowing that if affairs should ever sink to so desperate a pass there is within reach a never-failing resource. The supreme power of the crown can always be evoked as a remedy of last resort, and when called into exercise its movement is swift and certain. Only those need fear its operation whose consciences accuse them. Like the law of which the Apostle speaks, it is a terror to evil-doers and a praise to them that do well.

It is claimed that the power to dismiss a ministry and to dissolve a legislature, not having been exercised for half a century or more, has been practically abandoned. This is simply to say that, till Mercier appeared upon the scene, no premier in any part of the British dominions had laid himself open to the application of the undoubted prerogative of the crown to intervene in behalf of the people. All will agree that the power to dismiss an obnoxious ministry and to summon new advisers ought only to be called into play in the event of grave public peril. The question is simply this: Was the Mercier administration a public enemy? Was its continued existence a menace to the welfare of the people and the safety of the state? Every right-minded man must feel that it is well out of the way, whatever were the means by which it was overpowered. M. Mercier had better emigrate to New York. He cannot flourish under the British flag. Under the stars and stripes he might blossom into a genuine Tammany boss and pocket millions instead of thousands.

Our Opponents' Arguments.

The World is anxious that this discussion on Sunday cars should be conducted on both sides with moderation, forbearance and good nature. Those who favor a limited street car service on Sunday have such excellent grounds for their faith that they can well forego the indulgence in sweeping condemnations of a whole class of people, and that dernier resort of weak disputants, the imputation to opponents of furtive motives. While this word of warning may be necessary to our friends it is quite as necessary to ask our opponents to fight fairly. Do not, for example, as some clergymen are doing, base their opposition to Sunday street cars in addressing one assemblage on Sabbatarian and before another assemblage on utilitarian grounds. That is not honest. Then, again, do not ticket the whole movement for Sunday street cars as irreligious. You know that many good Christian men are in the hosts who favor Sunday street cars. Whether the clergy oppose the running of street cars because their congregations might be enticed away to hear more popular preachers, or because they fear that the nickels intended for the offertory would be dropped in the street car slot, or whether those who favor the innovation are freethinkers and scoffers at religion are entirely beside the question. The question for debate is, Will the running of street cars on Sunday confer benefits on this community that will outweigh any evils that might be incurred thereby? We maintain the affirmative of this proposition and we plume ourselves in the fact that in establishing it we have put some of the leaders of the other side in a ridiculously illogical position. What word can be applied to the man who hires a carriage himself on the Lord's Day and then denounces as irreligious another who similarly desires to be furnished with a style of carriage that is within his means? The word impudent is scarcely too strong, no matter how deserving of respect the gentleman in other ways may be.

The opponents of Sunday street cars when they come out into the open state their opposition chiefly on two grounds:

1. That the innovation will destroy the Sunday quiet.

2. That it will increase the number of those who perform Sunday labor and that men will be compelled to work seven days for six days' pay.

With regard to the first, the breach of the Sabbath quiet so far as the residential portions of the city is concerned will be infinitesimal indeed. The merry rattle of a car every half hour for a limited portion of the day will scarcely create a ripple on the calm of the Lord's Day. And the man who looks up from his Bible and sees at the car windows mothers and their eager-faced children going where summer fields are green and feels aggrieved thereby has something wrong with him. His religion has turned sour and requires a little pepsin.

With regard to Sunday labor we firmly believe that the introduction of Sunday car will reduce the sum of Sunday labor. Every clergyman in this city knows that it is difficult to get a conveyance on a Sunday from any of the liveries. All their rigs and drivers are in constant service all of Sunday. We say it and it cannot be gainsaid that the man who now is employed in driving, let us say ten people during the whole of Sunday, will under the new dispensation drive two or three hundred. The men who now do the Sunday driving work seven days a week. If the work was relegated to the street car company, over which the city have some control, we declare confidently that no man would be compelled to work seven days a week.

The argument that introducing Sunday cars would otherwise weaken the enforcement of the Lord's Day Act and the Liquor License Act is really too puerile to deserve notice.

When John Ross Robertson wanted a colleague to help him administer a trust that is very dear to his heart, namely the Lakeside Home, who did he choose—R. J. Fleming? No, he chose Edmund B. Osler. Yet he asks the citizens of Toronto when selecting a Mayor to accept R. J. Fleming.

In another column will be found a letter from Mr. William Hendrie, president of the Toronto Ferry Company, in which that gentleman exposes the falsity of the accusations which have been leveled at Mr. Osler in connection with the Toronto Ferry Company. It turns out that Mr. Osler has only a tenth interest in the company. The other "charges" against Mr. Osler are equally foundationless.

Good Advice.

DEAR SIRS,—I have been troubled with headache for over 40 years, and had it so bad about once a week that I was sometimes not expected to live. I was advised to use B.B.B., and have used three bottles. I now have an attack only once in four or five months, and feel that if I continue using it I will be entirely cured. Therefore I recommend it highly. MRS. E. A. STOREY, Shetland, Ont.

Dr. T. A. Slocum's

Oxygenized Emulsion of Pure Cod Liver Oil. If you have Difficulty of Breathing—Use it. For sale by all druggists. 35 cents per bottle. 136

Is there anything more annoying than having your corn stepped upon? Is there anything more delightful than getting rid of it? Holloway's Corn Cure will do it. Try it and be convinced.

For coughs, colds, sore throat, etc., try Watson's Cough Drops. 135

A Change for the Better.

SIRS,—I have taken three bottles of Burdock Blood Bitters and find it a splendid medicine for constipation and poor appetite. I will continue taking it as a great blessing, and I feel a great change in my health since taking it. MRS. J. V. GREEN, 5 Sydenham-street, Toronto, Ont.

Dr. T. A. Slocum's

Oxygenized Emulsion of Pure Cod Liver Oil. If you have Weak Lungs—Use it. For sale by all druggists. 35 cents per bottle. 136

Made from Pure Pearl Barley.

Dyer's improved food for Infants is highly nutritious, easily digested, endorsed by leading Physicians and not expensive—25 cents. Try it. Druggists keep it. W. A. Dyer & Co., Montreal.

Dress—Our full dress shirts, English style, are without doubt the best shirts in the trade for fit, style and wear. Treble's, 53 King-street west.

Ease by day and repose by night are enjoyed by those who are wise enough to apply Dr. Thomas' Eclectric Oil to their aching muscles and joints. A quantity easily held in the palm of the hand is often enough to relieve the most acute pain.

THE MAYORALTY CAMPAIGN.

Continued from First Page.

ROASTING MR. FLEMING.

His Pretensions Examined By A. W. Wright—Rousing McMillan Meeting.

Mr. McMillan's meeting in St. Andrew's Hall was a lively one. The free and independent voters that gather there are critical and expect good speaking; and they appreciate it when they get it. They certainly got some last night. There were plenty of hits and Mr. Fleming came in for terrific punishment. Indeed it was at him that the speaker's heaviest guns were levelled. Mr. Beaty was left alone, "for of the dead we should say no ill, and Toronto is not going to a cemetery for her mayor," as Mr. A. W. Wright observed.

Mr. H. A. E. Kent was chairman and was supported by Messrs. C. McPherson, William Munns, D. H. Watt, A. W. Wright, John Bradley, George W. Dower, David Millar, John Ward, J. H. Sanderson, J. Coulter and G. B. Gordon, while Mr. John Armstrong came in later and was summoned to the fore.

After the chairman had said his say for Mr. McMillan. Mr. A. W. Wright came forward and started the best speech of the evening. It was a caustic comparison of the candidates, i.e., of Messrs. Osler, Fleming and McMillan. Mr. Osler came in first for his kind attentions, and was described as a business man without a plan, and one whose acquaintance with large sums might not be conducive to economy. He also thought that the C.P.R. connection would make it advisable not to expose him to temptation.

Then came Mr. Fleming's turn. That gentleman had described himself as the working man's friend and had taken to himself all the credit for the 15 cent per hour bylaw. But Mr. McMillan had made that bylaw practical! [Applause.] And Mr. Fleming was not ready to take his own medicine; he had at the time men working for him at 10c an hour. He was more ready to play the reformer at the city's expense than at his own! [Applause.] Take an example of the reforms he is now proposing; he will abolish tax collectors, and the people would pay at the City Hall on Saturday afternoon. The people wouldn't be done by Saturday—it would stretch into Sunday, and the street cars would be needed. [Laughter.] And again, some 30,000 people would lose two half days a year—say $45,000 to save $11,500! It didn't come from the city and so was a saving! As well say if a man had a tooth painlessly extracted he had not lost it. [Applause.]

Now, said Mr. Wright, look at McMillan. He had honesty, capacity, experience and a record that compares favorably with Mr. Fleming's, as when the latter tried to smother the scaffold bylaw, on the save a dollar and break a leg principle, and with his omitting to bring on his narrow streets bylaw until he had palmed off his own narrow streets. Then the speech closed with a strong exposition of confidence, and Mr. Wright sat down with the audience completely with him.

The time till Mr. McMillan's appearance was put in by Messrs. Bradley, Munns, Dower and Watt, the first speaking as a workingman, the second as a representative of the young men.

Then Mr. McMillan came in with a royal welcome, and soon was at work. His speech contained no features of novelty, but consisted of a protest against the "blue ruin" cry, and the depreciation of Toronto, the danger caused by real estate booming, the need of economy, and the possibility of a reduction to 13½ mills, when the city's income was swelled by the rise in the rent of her land.

Honest John's speech, which while effective in many points, was somewhat rambling, was well received. He was succeeded by Mr. John Armstrong, who protested alike against despair and Mr. Fleming. Then the meeting closed with hearty cheers.

No Street Cars for McMillan.

Honest John McMillan is improving.

When he started out on this campaign he stumbled, but last night in Prospect Rink he made a really good speech.

After stating his case and comparing his claims with those of Messrs. Osler, Fleming and Beaty, he attacked the street car question as follows:

Gentlemen, if the cars were running on Sunday I would not use them. [Cheers.] I would walk whatever the weather was hot or cold. They call me 'Honest John.' [Applause.] I deserve the name, because I am honest to my mother's Sunday. [Tremendous applause.] But I've got another claim to be called 'Honest John' on this question. I believe that Sunday cars would hurt the workingmen of this city. [Cheers.] God has given us a pure Sunday, and I for one will not debauch the heritage of our mothers. [Great cheering.]

I am not afraid to state my case, and I am opposed to Sunday cars for three reasons:

It is against the laws of God. [Cheers.]

Against the laws of man. [Cheers.]

It's against good sense. [Tremendous cheering.]

THE BEATY CAMPAIGN.

The Ex-Mayor in the West End—Liberal Views on Sunday Cars.

Ex-Mayor Beaty addressed a meeting of the West End ratepayers in Sheridan Hall last night, Dr. McConnell presiding. The meeting was enthusiastic and displayed great satisfaction with Mr. Beaty's platform and with his past record as mayor.

Many of those present took advantage of the invitation to ask questions and thereby got Mr. Beaty to express his opinion on several of the vexed questions of the day. He is very liberal in his ideas regarding Sunday cars. He said that while he would like to see every man in this city have his day of rest he felt certain that it was more necessary for one man to work driving a street car than for two to drive a cab to take one lady to church. And as the law recognized the driving of cabs and had not interfered with the five Canadian cities which now have Sunday cars, it was obvious that if the people of Toronto decided by their votes that the cars were necessary this city might also enjoy the privilege.

Mr. Beaty was not in favor of making water free and maintaining the waterworks from the general taxation, but held that the water rates should be reduced so as just to yield revenue enough to defray the running expenses and pay the interest on the debt.

He was not in favor of abolishing the salary of the mayor, for the reason that there were many competent men in the city who could not afford to work for nothing. Every man ought to get a fair salary for his work.

Mr. Beaty also held that the duties of collecting water rates should be performed by the tax collector, because he felt that while the salaries of the city officials ought not to be reduced, it did not require so many men to do the city's work. He considered the "15 cent" bylaw as too small to talk about. Surely no one would ask a laborer to work for less than $8.10 per week, especially when he only had work for seven months in the year.

He thought that all the city's available assets ought to be sold, but not just at present, on account of the depression in real estate. It was really too bad that the property west of the market had not been sold in the late boom. The buildings were old and the business carried on in them was causing the property in the whole vicinity to become less valuable as well.

Toronto Ferry Co.

Editor World: As vice-president of the Toronto Ferry Company, and intimately acquainted with all the details of the company's business since its incorporation, I would ask if you will give space in your valuable columns to enter an emphatic protest against the scandalous misrepresentations that have appeared in The Evening News within the past two weeks in connection with the candidature of Mr. E. B. Osler for mayor, and which in the interests of the other shareholders and myself I feel it to be my duty to correct. In the first place Mr. E. B. Osler does not, by any means, control the stock of the ferry company. As a matter of fact he owns less than one-tenth of the stock. The Toronto Ferry Company have never received any favors from the city of Toronto. Early in the summer of 1890, when the company brought out their new steel ferries, there was a clamor for an improved ferry service to the Island Park. In order to enable them to comply with the requirements of the public, the Toronto Ferry Company applied to the city for permission to build a wharf at their own expense at Island Park to accommodate their large double-ender boats. The city refused the ferry company this permission; but undertook to build wharves which the company could use in common with other ferry companies. This was quite agreeable to the Toronto Ferry Co. and plans of the wharves were got up by the city and approved of by Mr. Doty on behalf of this company, and by Captain Tymon on behalf of the Island Park Ferry Company. The plans were signed by Tymon and Doty. In July, 1890, the company were prepared to run their large boats to the Park, but before this could be safely done it was necessary to have the old wreck near the entrance to the dock removed and a considerable amount of dredging done in the channel. So that there might be no further delay in running the large boats for the accommodation of the public the Ferry Company, in writing, offered to do all this work themselves under the direction of the city, but the city stated that they preferred to do the work themselves. My company did not ask the city for any monopoly; they simply asked for the use of one of the slips, and stated that they were quite willing to pay whatever rent was fair and reasonable for their use, and as a matter of fact the new wharves were used all last summer by other ferry companies. A certain amount of dredging was done during 1890, but not sufficient, nor was the obstruction at the entrance to the dock removed. In April of this year and again in June the company represented to the city the necessity of having this work done, as complaints that the large boats were not running to the park were becoming more frequent. It was not, however, until late in August (after the ferry season was practically closed) that the old wreck at the entrance to the slip was removed, and the necessary dredging has not yet been done, so that my company have only been able to run their smaller boats to the Island Park with safety. The Toronto Ferry Company voluntarily paid the city $250 for the use of the wharf for their smaller boats during a portion of the season of 1890. The wharfage for the season of 1891 was fixed by the city at $208.10 and was promptly paid on demand. During the exhibition season of 1890 my company paid to the city $75 for the use of the wharf at the foot of Dufferin-street to run their boats to the exhibition in common with the boats of other companies. This was, I believe, the first time on record that any wharfage was charged to any ferry company for this privilege. This year my company again paid the city $75 for the use of the exhibition wharf. The Island Park Ferry Company, which also ran boats to the exhibition this year, protested against paying the city any rental for the use of a public wharf. They succeeded in getting their rental reduced to the sum of $10. My company then applied to the city for a refund of a portion of the $75 paid by them, so that they might not be called upon to pay a higher rental in proportion than the Island Park Ferry Company. This rebate was granted by the city, but it will be seen from the above that my company was quite willing to pay, and did pay liberally, for any wharfage privileges they received from the city.

It has been stated that the new dock at Island Park cost $14,000. I am quite sure that $7000, or at the outside $8000, would be nearer the figure. The material from any dredging done by the city was utilized to make up land in the Park, and the city should derive little, if any, loss from that.

I notice that the Toronto Ferry Company have been charged with driving a pile through the old conduit pipe at Hanlan's Point. This has already been fully contradicted in the public prints, and I need only mention briefly that the Water works Department were granted permission to remove a portion of one of the old docks belonging to the company at Hanlan's Point on the understanding that they would repair the remaining portion. A portion of the wharf was removed by the city contractors themselves, and the remaining portion of the wharf was repaired by the city contractors also, in accordance with the agreement. It was in repairing the wharf that the pile was driven through the old conduit pipe. The Toronto Ferry Company had nothing whatever to do in the matter further than granting the city permission to pull down the old wharf and repair it again.

WILLIAM HENDRIE,
Vice-President Toronto Ferry Co.

Hamilton, Dec. 29, 1891.

CONCERTS AND PLAYS.

Amusements in Plenty for the Year's Closing Days.

Amy Lee is with us again. And she takes the part of a maiden to perfection. It was 11 years ago that she appeared at the old Royal in "The Two Medallions." A lot of her time since then has been spent at Harrigan's Theatre, New York. She was everybody's favorite at the Academy last night as Belinda in Harry Voigt's three-act comedy Euchered. The company is a fairly good one and there is lots of fun in the piece. Frank Doane as Ralph Butler and W. H. Stuart as Abram Rush vie with each other for the hand of Belinda, niece of Gerald Wisbecht. Abe is a stock broker and old, while Ralph is a good-looking scamp and of course triumphs. A fair audience was present and appeared pleased with the production. Several songs and dances were opportunely given in the second act. The engagement closes on Wednesday night, and the only matinee performance in town will be given Wednesday afternoon.

"My Colleen" To-morrow.

Tony Farrell will begin an engagement of three nights, New Year's and Saturday Matinee, at the Academy to-morrow. "My Colleen" is the latest play written by James A. Herne; the same graceful style he displayed in "Hearts of Oak" and other of his plays is said to be shown in the play he has written especially for Mr. Farrell. It is described as a wide departure from the conventional Irish drama, being refined, pathetic, interspersed with the droliest of comedy, but at all times true to life. The popular comedian, Tony Farrell, a comedian of real merit, a clever singer, and a graceful dancer, will be seen in the leading role, supported by a cast of well-known competent players. The piece is beautifully staged.

Artists Worth Hearing.

The multiplicity of "coming" musical events makes selection a serious matter, at least to the uninitiated. The connoisseur, however, realizes at once that an artist who has been appointed "court" pianist to the Emperors of Germany and Austria, like Alfred Grunsefeld, and one like Heinrich Grunefeld, the "court" violoncellist to the Emperor of Germany, must be lifted above all ordinary considerations. Besides the honors which have been bestowed upon these virtuosi in the highest places of social distinction and musical centres of Europe they have attained perhaps the greatest successes in America since the days of Rubinstein. No one who is interested in music can afford to miss an opportunity of hearing them when they appear in Toronto on Jan. 7. The Grunefelds tower above their fellows and possess special attributes of extraordinary distinction which must be heard to be appreciated. Go and hear them. You will not be disappointed. Seats can now be reserved at Gourlay, Winter & Leeming's piano rooms, 188 Yonge-street.

The Drummers' Concert.

The Travelers' Circle held their annual concert in the Association Hall last night. Mr. E. Fielding, the president, gave a short address in which he reviewed the work of the past year, after which an excellent program was rendered. Among those to take part were Mr. H. M. Blight, Mrs. W. J. Lawrence, Mrs. Weeks Church, Mr. E. Gurney and Misses Ryan and Bridgeland.

Mrs. Moore followed chiefly defending the clubs which Mr. Forsythe had been inclined to condemn.

Some other discussion followed and then the stage was cleared for the recital. This was a great success. Mr. Martin's playing was excellent, both as to touch and execution, while the Ladies' Quartet was most heartily received. Their first selection was encored, as was Miss Jessie Corlett in her song.

The business of the association will be resumed this evening.

DePachmann-Wyman Concert.

The DePachmann-Wyman concert takes place this evening in Association Hall. There are still a number of good seats to be had at Nordheimer's.

Christmas Fruits and Table Delicacies.

We have an immense stock of the finest Layer Raisins, Figs, Nuts, Oranges, Grapes, Cooking Raisins, Patras and Vostizza Currants, Lemon, Orange and Citron Peels, and, a full line of Cross and Blackwell's table delicacies. Mara & Co., 280 and 282 Queen-street west. Telephone 713. 135

No article takes hold of Blood Diseases like Northrop & Lyman's Vegetable Discovery. It works like magic. Miss C——, Toronto, writes: I have to thank you for what Northrop & Lyman's Vegetable Discovery has done for me. I had a sore on my knee as large as the palm of my hand, and could get nothing to do any good until I used the Discovery. Four bottles completely cured it.

Sick or Delicate Children.

No difficulty will be experienced regarding nourishment if Dyer's improved food for Infants be used. It is made from pure pearl barley, easily digested and highly nutritious—25 cents. Druggists keep it. W. A. Dyer & Co., Montreal.

Enjoying a Blessing.

DEAR SIRS,—Last summer my younger sisters were taken very badly with croup, indeed we were almost in despair, having little hope of curing them. Finally we applied Hagyard's Yellow Oil, and to our great joy it cured them perfectly and they are now enjoying the blessing of perfect health. ANNIE JOHNSTON, Dalhousie, N.B.

What the Country Has Escaped.

No one need fear cholera or any summer complaint, if they have a bottle of Dr. J. D. Kellogg's Dysentery Cordial ready for use. It corrects all looseness of the bowels promptly and causes a healthy and natural action. This is a medicine adapted for the young and old, rich and poor, and is rapidly becoming the most popular medicine for cholera, dysentery, etc., in the market.

Dr. T. A. Slocum's

Oxygenized Emulsion of Pure Cod Liver Oil. If you have Asthma use it. For sale by all druggists. 35 cents per bottle.

True Economy.

No matter how many hundred doses of any other medicine are offered for a dollar Dr. Pierce's (Golden Medical Discovery is the cheapest blood purifier sold, through druggists, because it's *guaranteed* And your money is returned if it doesn't benefit or cure.

With its use you only pay *for the good* you get. Can you ask more?

It Seldom Fails.

DEAR SIRS,—I took two bottles of Hagyard's Pectoral Balsam, and it cured me of hoarseness and tightness of the chest after other things had failed. I have also tried B.B.B.; it works splendidly for weakness and headache.

SAMUEL MADDOCK, Beamsville, Ont.

New Serum Notes.

DEAR SIRS,—I have used six bottles of B.B.B. I took it for liver complaint. Before I took it I had headache and felt stupid all the time, but now I am healthy and entirely well. In addition I have a good appetite, which I did not have previously. LIZZIE POUND, New Sarum, Ont.

Dr. T. A. Slocum's

Oxygenized Emulsion of Pure Cod Liver Oil. If you are Feeble and Emaciated use it. For sale by all druggists. 35 cents per bottle.

Closing Book Auction.

Shaw's book auction that has been going on for some time closes to-morrow night. This and to-morrow afternoon and evenings will wind up the auction sale. Some fine and rare books remain yet which must absolutely be cleared off.

"Hard to Get."

Good cigars? Not at all. Try a Hero—costs 5 cents—and you will say it is first class. Ask for them at cigar stores. J. Ratray & Co., Montreal.

MARVIN AND THE KITE TRACK

THE GREAT CHARLES AS A JUDGE OF TROTTERS AND TRACKS.

Fame for Sunol, Arion and the Other Cracks—Why the Kite is Faster Than the Oval Track—Will the Regulation be Supplanted?—Mitchell and Slavin Coming—Spots of Sport.

Charles Marvin has recently expressed his views on the kite track as follows: "A kite track is in itself no faster than any other kind of track. Some horses, however, are so constituted that they can go over a track of that formation faster than over a track where they are required to make four turns as on the regulation track." While every one acknowledges Marvin's ability as a judge of trotters and tracks, yet through the veil of supposed sound argument is seen Sunol making her world's record on a kite track. For some time after this fast little mare had made her record, many prominent owners of harness performers freely stated that, conditions being equal, Sunol was no faster than Maud S. These men gave the kite track its share of the praise due. If Marvin could make everyone believe that the kite track was no faster than the regulation one it would add to the fame of Sunol, Arion and the other performers that he has handled at Stockton. He accounts for the fast performances of some of the horses by saying that they were so constituted as to move faster on a kite track. While it may be admitted that long-gaited trotters can move faster on the new track, yet all the famous kite performers are not to be characterized as belonging to this class. The kite track should get its share of praise. With its inauguration came the establishment of all the new records, and feats which were before impossible were then accomplished and again eclipsed.

There are many reasons why the kite track should be faster than any other yet invented. Any person who has ever been in a sulky or even witnessed a race knows that all horses go out a little on the turns. Now if a horse loses on each turn he will lose more on a track with two turns than on the kite track, where there is but one turn. Again, to use the argument of a celebrated track builder, if a track with two turns is as fast as a track with one turn, then the track with one turn is as fast as a straightaway course. This is an absurdity that is plain to everyone. Confining ourselves to a scientific reason, we know that all bodies that travel swiftly in a circle have a tendency to fly off at a tangent. If we attach a string to an apple and swing the apple around in a circle, the centrifugal force is shown by the string remaining taut, while the apple is in motion. It is the same way with a horse going around a curve. He is not held in position like the apple, however, but has to use a certain amount of energy to overcome this centrifugal force which should be used in propelling him onward. If a few top-sided campaigners are so constituted as to be able to travel fastest on turns, it is no disproof of the law of motion cited above. Some turfmen, while acknowledging that the Stockton track is the fastest, attribute this fact more to the nature of the surface than to the shape of the track. Everyone knows that a good springy surface makes a track fast; but it is the shape, not the surface of this kite track, that makes it the fastest on earth.

Marvin is a man who knows all about tracks and this makes his statements all the more inexcusable. The truth is that he wants all the praise to be given to himself and Sunol, and none to the great track that so aided them both.

Leaving for the time the question of speed, there is another which is creating a good deal of talk among turfmen. Will the kite track take the place of the regulation one as a course for all trotting races? Some think that Sunol and say that there is too much money now invested in regulation tracks to admit of the new track superseding them. It would be well for these men to remember that when railways were first introduced, a great deal of money was invested in stage coaches; but the four-wheelers had to go just the same. Again they say that the new track will never suit the public; because, in a race, a good view cannot be had of the horses. Those who have witnessed races on the kite say that this is not so; and that the view is as good as can be had on a regulation track. The old track will always suit a certain class of people. The members of this class would rather see two plugs jog around the oval than a good fast race, to appreciate which a man has to keep his eyes open. These men want to have the worth of their money, not in quality but in quantity, and if a race does not last over half an hour they think they have been fleeced.

The Curlers' Lament.

E'en yet the wind's so warm and calm,
Nae ither folk are nirlin,
Our specrits fa' instead o' rise
Whene'er we think o' curlin'.

For naethin' else can warm oor hearts,
Or set oor blood a' dirlin,
O! could we tak' oor brooms and hae
A gude gran' game o' curlin'.

After Many Ties Wells Wins.

The match between J. Wells and W. McDowall at the Woodbine yesterday afternoon created considerable interest, it being the first one barrel gun below the waist match that has been shot here for some time. Mr. Briggs refereed and Mr. Blea pulled. Both men got a fair proportion of hard birds. The score:

Ten birds, Owl Gun Club rules, 26 yards—Wells 8, McDowall 8.
Ties at 8 at 29 yards—Wells 4, McDowall 4.
Ties at 4 at 32 yards—Wells 2, McDowall 2.
Ties at 2, miss and out—Wells 3, McDowall 2.

They Ran on a Heavy Track.

GUTTENBURG, Dec. 29.—First, ⅝ mile—Xenophone, Longstride, Jack Barnes, 1.33¾. Second, ¾ mile—Freedom, Alarm Bee, Nabolish; 1.20¾. Third, ⅝ mile—Paragon, Prince Howard, Bellwood; 1.18½. Fourth, 1-16 miles—Saunterer, Virgie, Kempland; 1.53. Fifth, ⅝ miles—Tormentor, Eliza, Toano; 1.08¾. Sixth, ⅞ mile—Mabel G. Pomeroy, Count Luna, Extra; 1.33¾.

Slavin and Mitchell May Visit Toronto.

According to his promise J. F. Scholes has invited Slavin and Mitchell to visit Toronto. He wrote to New York on Monday and anxiously awaits an answer. Mr. Scholes is pretty sure of getting them to come as, when he saw the pair in New York on their last visit to this country, they expressed a desire to visit Canada.

Sporting Miscellany.

There will be rifle shooting for turkeys and geese New Year's afternoon, on Hanlan's Island.

At Montreal last night Riley of Chicago and Lambert of that city started in to fight 10 rounds, but the police stopped the mill after three rounds. The referee awarded the contest to Lambert.

Goodwin's Guide, annual edition, will be out early in January, and will be a book of nearly, if not quite, 1100 pages—a fact that is in itself emphatic testimony to the growth of the turf year by year.

Varsity and New Fort hockeyists took advantage of Monday's frost and played a match on the Barracks' rink, the collegians winning by 6 goals to 3. Parkyn, Thomson and Bain showed up best for the victors.

Mr. D. Blea has made the necessary deposit and wishes to shoot Mr. Emond, the present holder, for the McDowall Challenge Cup and suggests Jan. 6 as the date of the match.

There will be Blue Rock shooting at Stark's grounds during the afternoon of New Year's Day. The shoots will be open to all, both for sweepstake and practice shooting.

The members of the Owl Gun Club will hold a shoot at sparrows for turkeys and geese on New Year's day at Stark's, some open and some for the second class members, shooting to commence at 10 o'clock a.m.

William O'Connor, the oarsman, arrived in town yesterday. He is staying at the Imperial Hotel. O'Connor is anxious to row any man in the world for $2500 or $5000 a side. He would also like to arrange a match to take place at Chicago during the World's Fair.—N. Y. World.

Capt. McArthur and his team of 10 tuggers returned from the New York tournament yesterday. Financially the affair was a failure, and the people could not be induced to attend, notwithstanding that 15,000 free passes were sent out. The men enjoyed their time in Gotham.

Dr. T. A. Slocum's

Oxygenized Emulsion of Pure Cod Liver Oil. If you have any Throat Trouble—Use it. For sale by all druggists. 35 cents per bottle. 136

A lady writes: "I was enabled to remove the corns, root and branch, by Holloway's Corn Cure." Others who have tried it have the same experience.

ALMOST FOR NOTHING

Plush Slippers,
Velvet Slippers,
Morocco Slippers,
Ooze Calf Slippers

And every other kind, color, shade and make of Slipper known, will be almost given away this week. This will be a great opportunity to procure a suitable "New Year's Gift" almost for nothing, and even independent of the idea of a gift of any kind it is a chance for every man or woman to purchase a pair for themselves. We intend to get rid of every pair in stock, because, as a matter of fact, the slipper stock after Xmas becomes very like Xmas cards after Xmas day—a perfect nuisance to the dealer. They take up an immense amount of useful room and they are continually in the way; besides there is no money in them. So that anybody—everybody that has any use at all for slippers—let them come right away and get a pair for the mere nominal price. We are not going to store away a single pair. They must be out of stock before our successor comes into possession, and therefore every pair sold is so much picked up money. Now do not lose this chance. You know you can rely upon every statement made by us and we are really anxious to give all our old friends this great benefit. We are practically offering those goods for nothing as a farewell token from 135

GUINANE BROS.'

"Monster" Shoe Store,
214 YONGE-ST.

California Excursion.

A select party for California will leave Toronto at 2.45 p.m., Jan. 11, in one of the Canadian Pacific new, fully fitted tourist cars. This will be a personally conducted excursion and will go via Detroit, St. Louis and Great Southern route. This will be a good chance to visit the Pacific Coast at low rates. For further particulars call on your nearest Canadian Pacific Ticket Agent. d

Dr. T. A. Slocum's

Oxygenized Emulsion of Pure Cod Liver Oil. If you have a wasting away of Flesh—Use it. For sale by all druggists. 35 cents per bottle. 136

Chronic Derangements of the Stomach, Liver and Blood, are speedily removed by the active principle of the ingredients entering into the composition of Parmelee's Vegetable Pills. These Pills act specifically on the deranged organs, stimulating to action the dormant energies of the system, thereby removing disease and renewing life and vigor to the afflicted. In this lies the great secret of the popularity of Parmelee's Vegetable Pills.

Every Cigar Smoker

Will enjoy the Rialto or Invincible Spot Cigar. They are simply delicious, try them.

L. O. GROTHE & Co., Montreal.

A Matter of Individual Conscience.

Another meeting under the auspices of the Divisional Committee Ward No. 1, against Sunday cars, was held in the Leslieville Presbyterian Church last evening. Rev. W. Frizzell presided and delivered an address strongly condemnatory of the movement.

Rev. P. C. Parker, who so ably fills the pulpit of the First-avenue Baptist Church, gave a stirring address. The sentiments expressed were of a character similar nature to those reported in yesterday's issue. He believes in giving the people an opportunity to decide the question according to the dictates of their individual consciences.

THE EUROPEAN IMPORTING HOUSE,
83 YONGE-STREET,
4 doors south of the Musee.

TUESDAY

AUCTION SALE
—OF—
BOOKS AND FANCY GOODS

Everything must be sold in the next ten days. No reserve. Private sale during the day