Of course you can do without one, but your small profits show the folly of doing so.
The National Cash Register Co.
OFFICE: 67 YONGE.

The Toronto World.

NEW NOVELS.
AT AN OLD CHATEAU, by K. S. Macquoid. A HARD LESSON, by Mrs. E. Lovett Cameron.
Red Letter Series.-At All Bookstores.

TWELFTH YEAR. TUESDAY MORNING, DECEMBER 8, 1891. ONE CENT.

MR. CRISP GETS THE GAVEL.

HE WILL BE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Free Trade Mills Defeated for the Prize, But the Struggle Was a "Fight as is a Fight"—The Georgian Led from the Start and Finally Secured a Majority.

WASHINGTON, Dec. 7.—The battle for the Speakership of the U. S. House of Representatives is over, and Georgia is in the lead, Crisp having secured the coveted majority on the ballot. Crisp led throughout the balloting, closely pressed by the mighty Texan, Roger Q. Mills. The extremists of the Democratic party, the friends of Mr. Mills—those believers in free trade and an income tax—have fought with all the desperation of fanatics. Against these extremists the friends of Crisp charged over and over again and held them down by superior numbers.

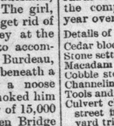
SPEAKER CRISP.

No such contest has been known for the past 30 years. The fights of recent years were tame and commonplace beside it. Ordinarily the most spirited Speakership fights have been settled on the third ballot, or at least the fourth. But this is a contest of a different character. It is a contest that will be memorable for the fierceness with which it was waged and the persistence with which it was prolonged after the caucus assembled.

The caucus was held in the chamber of the House of Representatives. Every member who could by any possibility reach Washington was in attendance, only three being absent.

The Defeated Texan, Roger Q. Mills.

Mr. Mills began his tenth term in Congress as a contestant for the speakership. The issue he represents, with characteristic force and tenacity, is tariff reform. The personality of the candidate was lost sight of to a large extent. "Dave" Hill, German and other anti-Cleveland men made no secret of it. Cleveland and Carlisle were back of Mills. The fight therefore was between Cleveland and his opponents. Now that Crisp is elected Speaker, Mr. Cleveland may as well bid good-bye to a presidential nomination. If Mills had won then Cleveland and tariff reform would again have been the cry.


ROGER Q. MILLS.

Local Jottings.

The Euclid-avenue Methodists held a successful last evening in their church last night.

Hot ashes caused a small fire at 47 Jarvis-street last evening. The damage was estimated at $25.

Patrick Byer, 6 Sobo-street, was arrested yesterday charged with common assault on Mary Wells.

Mr. James Beaty, Q.C., will address the electors of Brockton on Thursday evening, Dec. 10, at 8 o'clock.

A fire occurred in the G.T.R. switch-house at the foot of Tecumseth-street yesterday morning. The damage amounted to $100.

Rev. Ghosn Howie will give his popular lecture this evening in the Auditorium on "The Customs of Palestine." He and his wife will appear in various oriental costumes.

Charles Burke, a message boy, living at 19 Nelson-street, was arrested yesterday charged with pilfering some small articles from Henning Bros. store, 70 York-street.

Rev. R. A. Bilkey has been requested by the churchwardens to reconsider his determination to resign his position as assistant minister of the Church of the Ascension.

Col. Denison was suffering from a cold yesterday and consequently was not in his accustomed seat at the Police Court. Mr. Baxter, J.P., officiated in the Colonel's absence.

Rev. Dr. McCann of Birmingham, Eng., who preached the anniversary sermons of the Y.M.C.A. on Sunday, lectured last evening in Association Hall on "Electricity of Character."

William Palmer, a boy 14 years old, was arrested yesterday charged with being implicated in the larceny of an overcoat from Devaney's store, corner of Queen-street and Spadina-avenue.

Perforated buckskin underwear is recommended to prevent and cure rheumatism. All sizes now in stock, also chest protectors and vests. Large variety undyed natural wool underwear. Treble's, 55 King-street west.

Charles Walters, who is accused of the larceny of several circulars concerning the meeting of the Dominion Building and Loan Association held on the 30th ultimo, was up for trial at the General Sessions yesterday. Mr. Lount appeared for the defence. Messrs. D. A. Rose, Samuel Kilgour, John McQuillan and Edward Porter gave evidence. The prisoner was acquitted.

A successful and interesting concert was given last evening in Avenue-road Methodist Church. Those who took part were Miss Jetta Zeigler, a Boston soprano; Mr. Fred Warrington, baritone; Mr. Cork, violinist, and Miss Jessie Alexander, who gave some admirable readings.

Mr. H. Grattan Donnelly, author of "A Night at the Circus," "Later On," and other money-making farce comedies is in the city. Mr. Donnelly is an old newspaper man who formerly used the blue pencil unmercifully on the "youngsters" and now the play readers get back at Mr. Donnelly, but not often.

Mr Sydney Ashdown wishes us to state that there is no truth in the report that he intends resigning his position as manager of the Anglo-Canadian Music Publishers Association. He thinks this report has been circulated by parties to whom probably "the wish was father to the thought."

In St. Stephen's schoolhouse last night Mr. Barlow Cumberland gave an excellent address on "Christmas," and the members of the Young People's association sweetly sang several Christmas carols. Amongst those who materially contributed to the success of the evening were the Misses Graham, Rogers and Cumberland and Mr. Easton.

The Sir Knights of Fidelity Tent No. 13, Knights of the Maccabees, last night elected the following officers for 1892: Commander, James McLaughlin; Lt.-Com., N. V. Kuhlman; record-keeper, J. L. Curry; finance-keeper, C. S. Caulk; preiate, G. J. Turver; physicians, Drs. J. W. Peaker, and J. E. Elliott; serg-at, J. Wesley Corley; M. at A., W. C. Sellers; 1st M. of G., George W. McKay; 2nd M. of G., W. R. Watts; sentinel, J. V. Wilson; picket, A. Jaigler; past commander, H. E. Trent; rep. to Prov. Convention, L. S. Leve; alternate, J. W. Hickson; installing officer, Past Com. E. H. Woolley.

Drowned While Skating.

OTTAWA, Dec. 7.—The 12-year-old son of Michael Jollicoure of Russell county was drowned near Auburn, whilst skating on Friday.

"Christmas Numbers," "London Graphic," "London News," "Holly Leaves." Winnifrith Bros., 6 Toronto-street.

The Money Market.

Large sums of money are invested in real estate. In the event of the death of a person holding such real estate, it would be difficult to realize upon the same immediately without incurring loss. The opposite is the case of the holder of a compound investment policy in the North American Life Assurance Company, which is payable immediately in case of death, or would realize a handsome return in case the holder lives to the end of the investment period. 246

When you promenade King-street west today and get as far as the Rossin House, just step across to 136—you will find the largest and handsomest stock of ties in Canada. Levian & Co., wholesale neckwear makers, are selling out their entire stock at actual cost. 246

Mrs. MacKelcan will sing "Murmuring Zephyrs" at Friedheim recital Dec. 12.

Drygoods at "Burnt Prices."

Special notice to the hundreds of customers turned away the past few days from the great fire sale now going on at D. Grant & Co.'s, 205 and 208 Yonge-street. Go back to-day as they are selling new goods at burnt prices.

Fortify the system against coughs and colds by using Adams' Wild Cherry and Licorice Tutti Frutti Gum. Sold by all druggists and confectioners; 5 cents.

THE DEAD EX-EMPEROR.

His Daughter Will not Assert Her Rights to the Throne.

PARIS, Dec. 7.—The report that it is the intention of the Countess D'Eu, the daughter and heir of Dom Pedro, to take action to assert her rights to the throne of Brazil, is authoritatively denied.

DOM PEDRO.

The monarchists at Rio Janeiro are disheartened by the death of Dom Pedro. The supporters of the monarchical idea will hold a public meeting in Rio Janeiro Wednesday to publicly express their grief at the death of the ex-Emperor.

THE GRIP REFUSED TO HOLD.

Cars Loaded With Passengers Crash Together on a Paris Train.

PARIS, Dec. 7.—A serious accident occurred to-day on the cable tramroad. A car was ascending the hill at Belleville, when the grip refused to hold the cable, and the car began to descend the hill, gaining velocity every moment. The descending car dashed into another one ascending the hill with a terrific violence and all the passengers in both cars were injured, 12 of them seriously.

STRANGLED HIS RIVAL.

A French Waitress' Lover Emulates Eyraud's Crime.

PARIS, Dec. 6.—Henri Rosset, a youth 19 years of age, has confessed to a crime not dissimilar to that for which Eyraud, the strangler, suffered death. Rosset says that he was the lover of a waitress at Brasserie who had an elderly admirer, a tradesman, who supplied her with money. The girl, according to Rosset, concluded to get rid of her aged friend and get his money at the same time. So she induced him to accompany her to a secluded spot at Burdeau, St. Clair, and while they rested beneath a tree the young strangler threw a noose around the old man's neck and choked him to death. After robbing the body of 15,000 francs they threw it from Rouen Bridge into the Seine. Rosset refuses to give his accomplice's name.

LIKE CLEOPATRA.

She Tried the Poison on Others With a View to Suicide.

BERLIN, Dec. 7.—A nursemaid named Wilhelmina Lolt has been arrested for poisoning the child of her employer, a druggist, named Gorisch. She has confessed that she administered arsenic to the child as an experiment, with the intention of committing suicide by swallowing some of the same drug if it killed the child. Since the publication of the particulars of this case in the daily papers a baby farmer has deposed that an illegitimate child of Wilhelmina's died suddenly last Thursday after a visit from its mother.

The French Colliery Horror.

PARIS, Dec. 7.—The hope that some of the miners imprisoned by the falling walls of the chambers in the Puits de la Manufactures mine at St. Etienne, where the explosion occurred last night, are still alive, has been abandoned. The work of removing the bodies is necessarily slow. Since midnight 15 bodies have been taken from the pit. The scenes when they were lifted to the surface were most heartrending. There are yet 12 bodies in the lower gallery.

The disaster was due to the action of the manager of the mine, who ordered that the ventilating apparatus be stopped.

President Carnot has sent a message to the prefect of St. Etienne expressing his deep regret for the disaster. The President has also sent one of his aide-de-camps to convey his condolences to the wives and relatives of those who were killed and to distribute relief where needed. The families of many of the dead miners are miserably poor.

First Suicide at Monte Carlo.

PARIS, Dec. 7.—The "Serie Noire" (the black list) for the season opened at Monte Carlo by a suicide. A gentleman named Victor Germain has just shot himself in the neighborhood of Milan, after having lost all his fortune at the Monte Carlo tables. This is proved by a letter found in his pocket, stating that he had tried his luck and had not only failed, but lost everything.

British Operations in Africa.

PARIS, Dec. 7.—Advices from Morocco, via Marseilles, report that the Britishare actively fortifying Cape Juby and are about to establish a governor's residence with the view of extending their relations with the desert tribes.

Chat from Over the Sea.

Thirty-four persons have been killed by a collision of mail trains near Lahore, India.

A most terrible catastrophe has occurred in a colliery located at Nitke, in Russian Poland. No less than 180 lives are reported to have been lost.

Another terrible gale is raging in the south of England and on the French coast and many wrecks are reported, including a herring smack with a crew of 24.

It is estimated 13,000 persons were ill with influenza in Hamburg last week. Fatal cases, however, were few. The eldest son of the Crown Prince of Denmark is seriously ill with influenza in Copenhagen. The epidemic is mild in that city, but is spreading. The Supreme Court has been closed on account of illness of the judges.

The Cream of the Havana Crop.

We beg to notify the trade, and more particularly to those customers whom we have kept waiting for several months for our La Cadena and La Flora brands of cigars (owing to the Havana crops not having been at that time in fit condition to use), that we are now commencing to manufacture the above mentioned brands, our buyer, who has just returned from Havana, having purchased several lots of tobacco which were picked from the cream of the crops, regardless of price. We make no idle boast when we state that our clear Havana cigars are equal in every respect to the highest class of imported Havana cigars and at much less figures. We wish particularly to impress upon smokers the fact that these brands are not made in competition with the great majority of rank, cheap Havana cigars that are offered to the public as fine goods.

S. DAVIS & SONS,
Montreal.
246

Suddenly Called.

HAMILTON, Dec. 7.—Henry Cornell, aged 80, third concession of Beverley, was found dead on the floor by his daughter to-day.

The mangled remains of the unknown man who was killed on the G.T.R. track at Jarvis on Friday night were buried on Saturday afternoon in the Methodist cemetery. Who he was has not yet been ascertained. It is learned, however, that the name "John Squance," which was written on a piece of paper found on the body, is the name of a St. Thomas furniture manufacturer. Mr. Squance has been communicated with, and says that a man answering to the description of the deceased called upon him a day or two ago and asked for work, representing himself as a cabinet-maker.

Try the lunch counter at the Hub.

LARGELY REDUCED FIGURES.

THE BOARD OF WORKS IN A STRICTLY ECONOMIC MOOD.

Next Year's Program Outlined—Ald. Shaw Believes in An Early Submission of the Estimates and Follows His Principles—A Reduction of $90,000—But Big Works Loom in the Distance.

Important business was on the agenda paper for the meeting of the Board of Works called for yesterday morning, but there was no quorum to consider it. The chairman, Ald. Shaw, was absent through illness. Only four of the committee put in an appearance.

The business was the discussing of the works estimates for next year. The following table shows the mounts asked for for 1892, as well as the comparative amounts for 1891:

	1892.	1891.
Streets—Maintenance, repairs and cleaning of streets	$143,650	$219,530
Sewers—Maintenance, repairs and reconstruction	36,500	31,500
Bridges—Repairs	5,000	5,000
Special services	9,500	15,000
Engineering and general office expenses	18,500	24,000
Total	$213,150	$295,030

It will be noticed that there is a reduction in every branch but one for the maintenance and re-construction of sewers. The reason given for this increase is that the cost of repairing old sewers continues to increase, and while the question of a trunk sewer is unstated it would not be expedient to reconstruct any of these.

On the maintenance of streets alone there is a decrease of $75,880, which will, however, be reduced by a special appropriation of $52,000 asked for renewing 14 miles of cedar-block paving. It was proposed last year to assess the cost of these renewals against the streets benefited. Now it is recommended that they be paid for out of the general funds of the city. The following table shows the comparative amounts asked for next year over the current one:

Details of Street Repairs—	1892.	1891.
Cedar block paving	$ 10,700	$ 22,550
Stone setts paving	3,600	13,650
Macadam roads	18,700	16,500
Cobble stone paving	6,650	20,000
Channeling, ditching, etc	3,000	5,000
Tools and repairs	2,000	2,500
Culvert cleaning, tree cutting, street hummering and boulevard trimming	9,000	15,000
Gravel screened for ordinary purposes		7,000
Stone and wooden kerbs	4,000	7,000
Wooden crossings	2,500	3,000
Stone crossings	3,300	12,000
Sidewalks, repairs, etc	21,000	30,000
Street cleaning	58,000	65,000
Tools, coal, blacksmith shop and miscellaneous	2,000	2,500
	$143,650	$219,530

There is likewise a marked decrease in the amount asked for office expenditures for 1892 and the amount expended in 1891. Both sets of figures are exclusive of the street commissioner's and stores departments. In both cases these are charged against the work done by the departments. Following are the comparative figures:

	1892	1891
Salaries—Engineers, city assistant city, roadway and assistants	18,000	
Surveyor and assistants	4,100	
Three plumbing inspectors and secretary	3,900	
Accountant, secretaries and general office clerks	7,000	
General office expenses, keep of horse, engineering supplies and expenses	3,000	
Contingencies for special works	2,500	
	$38,500	$44,000

The special expenditures include $30000, part of the cost of re-construction of the Strachan-avenue bridge over the G. T. R. and C. P. R. tracks. The balance, the Engineer thinks, should be borne by the railway companies. Two thousand dollars is allowed for repairs to Island groynes and protection.

Mr. Cunningham has not lost sight of the expenditure that will necessarily result from the changing of the street railway system from horse to electricity, and mentions $350,000 as a likely sum to meet the outlay required in this connection for next year.

Leaving aside the special expenditures the estimates of Mr. Cunningham are $81,880 below those of last year, or deducting the extra expenditure of $52,000 for block pavement repairing, there is still a saving of $29,880.

NEARLY FIFTEEN HUNDRED VOLTS

Required to Kill the Wife-Murderer Loppy at Sing Sing.

SING SING, Dec. 7.—According to Warden Brown the execution of Loppy at 12.08 to-day was carried out the same as at the time of the killing of the four men in the same chair in July last; 1485 volts were used, the same as the July execution, and the current was continued from 50 to 60 seconds. When the current was turned on the body of Loppy stiffened and strained against the straps until they seemed cutting into the flesh; every muscle was tense. The face so far as could be seen did not change expression. Before the current could burn the sponges, Dr. McDonald gave the signal to the man at the switchboard, and he threw a lever which shut the current out of the circuit of the execution room and off the chair. The body instantly relaxed and hung limp. In a few seconds Dr. McDonald again gave the signal and again the current was turned on. This time the hot salt water dripped down on the face and hands of the body, scalding them in places. The second and third time the current was on for about one-half the length of time and when it was turned off the body relaxed. When the electrodes were unbound the heat had burned the skin and it was puffed and blistered. The body was lifted from the chair quite limp and carried into the adjoining room, where it was laid out on the table to await the surgeon's knives.

The crime for which Loppy suffered death was the murder of his wife. The couple lived in two rooms on the top floor of a Christie-street tenement in New York. Mrs. Loppy was a tailoress and supported her husband by her earnings. On the afternoon of July 4, 1890, Robert Weir, a friend who had come to spend the day with them, found Mrs. Loppy lying stabbed to death on the floor and Loppy sitting complacently alongside of the corpse.

New Smoking Room Open At the Hub.

Fact—at half price, stylish self-feeding hall and parlor stoves at Wheeler Bain's, 179 King-street East.

The Phonograph as an Entertainer.

The Edison phonograph has become very popular in Toronto this season for church and society entertainments. Scarcely an evening passes without a phonograph concert in some portion of the city. Last night there was one in Berkeley-street Methodist Church, where, in addition to a program of musical selections, the instrument took and repeated to the audience, to their immense delight, the speeches of some of the prominent members of the congregation. To-night a similar entertainment takes place in Parkdale Methodist Church. A church or society or club can have no more delightful and amusing, and at the same time instructive, evening's enjoyment. The Toronto District Agency at 12 King-street east supply phonographs, accompanied by operators and all requisite equipment, for evening entertainments of all kinds.

The plan for Friedheim recital opens at 9 this morning at Nordheimer's.

50 Cents Will Buy

Gents' kid gloves from sizes 7 to 8; these gloves are worth $1.00 per pair. Gents' lined kid gloves only 75c per pair. Linen collars, 4 ply, English make, 3 for 50c. Scotch lamb's wool shirts or drawers only 75c to $1.50 per suit. Scarlet lamb's drawers only 75c or drawers from $1.00 up. Fancy striped shirts and drawers only 50c or $1.00 per suit. See our windows for 25c neckwear. Boxner's, cor. Yonge and Queen-streets. 246

The plan for Friedheim recital opens at 9 this morning at Nordheimer's.

"Two Gems of Literary Merit" are the "Christmas Harper's" and "Christmas Century," magnificently illustrated. Winnifrith Bros., 6 Toronto-street.

THE QUESTION OF SUNDAY STREET CARS

Is One That the People Must Be Allowed to Settle by Their Votes—Sign the Subjoined Petition.

TO HIS WORSHIP THE MAYOR AND ALDERMEN OF THE CITY OF TORONTO:

WHEREAS at a meeting of the City Council held Jan. 19, 1891, it was moved by Ald. Leslie, seconded by Ald. Lindsey, That if at any time during the lease of the streets of this city for street railway purposes, as per tenders to be received on Feb. 2 next, a petition be presented to this council, signed by 5000 ratepayers qualified to vote for members of this council, asking that the question of street cars on Sunday be submitted to the ratepayers, the said question shall be submitted in due course:

WHEREAS Section 40 of the Agreement between the City Council and the Kiely-Everett Syndicate stipulates: No cars shall be run on the Lord's Day until a Sunday Service has been approved by the citizens by a vote taken on the question:

The undersigned ratepayers, qualified to vote for members of the council respectfully request that the ratepayers be given an opportunity at the forthcoming Municipal Elections of expressing their opinion for or against the running of street cars on Sunday:

NAME.	ADDRESS.

Cut out the petition, sign it, have others do so and hand in to World Office.

THE PETITION GROWS APACE.

SEVEN HUNDRED GOOD NAMES WERE ADDED YESTERDAY.

The Petition Must Be Ready for Presentation Next Monday Night—Readers of The World Send in Their Views Freely on the Sunday Street Car Question—Archbishop Walsh is Staunchly in Favor of the Reform.

The petition favoring a submission of the question of Sunday street cars to the vote of the people must be ready for presentation at the meeting of council to be held on Dec. 14. Gentlemen, the necessary number of names should be all in The World office by next Saturday so as to put the matter beyond peradventure. We ask therefore for a special effort during the next four days. Now, show us you are in earnest. There has been a great deal of individual work. It is quite surprising the number of stamped letters that have reached us containing only the signature of the sender. With a very little more effort he could have sent us in a dozen. Now, girl yourselves for the task. There appears to be altogether too much confidence. The former campaign made by The World showed the people to be so overwhelmingly in favor of Sunday cars that it is taken for granted that the five thousand names will be procured with ease. Don't take anything for granted. Now a long pull, a strong pull and a pull all together. Let us record a thousand to-morrow. Seven hundred were sent in yesterday. We won't complain if it is double that to-morrow. Sign by the hundreds, but be sure that the signers are voters.

The Right Rev. Dr. John Walsh, head of the Roman Catholic Church in the Archdiocese of Toronto, told The World yesterday that he fully sympathized with the question of Sunday street cars being submitted to the vote of the people. "It was because I approved of this course last year I signed The World's petition. My views have not in the least changed on the question since last December."

ALARM IN CLERICAL CAMPS.

The Ministerial Associations Dare Not Trust the Voice of the People.

The ministers of the Methodist, Presbyterian and Baptist denominations were greatly perturbed at their fortnightly meetings yesterday morning at the prospect of street cars running on Sundays. At each meeting the subject was discussed and committees appointed to take joint action in opposition to the scheme.

The Baptists.

At the Baptist meeting, presided over by Rev. James Grant, the subject was introduced by Rev. O. C. S. Wallace, who confessed that the Sunday car would be a great boon to the working people, as it would enable them to enjoy the pleasure of visiting the outlying districts of the city. Nevertheless, he thought it would be a calamity to have Sunday cars started in Toronto.

Rev. S. S. Bates could only see in the adoption of Sunday street cars a source of disturbance to the Sabbath and the means of depriving hundreds of men of their day of rest.

Rev. Dr. Goodspeed believed that Sunday cars would lead all the wealthy people to attend certain rich churches and give their help where it was least needed. He thought the cars would be highly detrimental to the best interests of religion.

Rev. Dr. Newman thought that Sunday cars would lead to the publication of Sunday newspapers and the opening of all sorts of refreshment saloons. Besides they would be a disadvantage to the working people by leading them to spend all their money and would thereby increase the immorality of the city.

Rev. C. Parker said that if Toronto was a larger city he would be in favor of Sunday cars, but as it was he did not think them a necessity.

A committee consisting of Rev. James Grant, Rev. O. C. S. Wallace and Rev. Dr. Hooper was appointed to meet the representatives of the other ministerial associations to discuss the question.

The Methodists.

Under the presidency of Rev. J. F. German the Methodist Ministerial Association met yesterday morning.

Mr. German introduced the Sunday street car question, when, by resolution, the association unanimously condemned "the sinful suggestion and suggestors who were attempting to rob Toronto of her Christian Sabbath."

The president with Dr. Benson and Rev. Mr. Maxwell were appointed a deputation to join the other ministerial bodies in a fight against Sunday street cars.

The Presbyterians.

"Sermon Notes" was the topic discussed this morning at the Presbyterian Ministerial Association's regular meeting. Each minister announced what his texts were yesterday and described his method of compiling his discourse. After a general criticism on all the sermons, the president, Rev. W. A. Hunter, introduced the question of Sunday street cars. A general denunciation of the proposal "to violate the sacredness of the Sabbath by running public conveyances" followed, and a suggestion was made that all churches and clergymen should unite in opposition to it. This was favorably received and a deputation consisting of Rev. Messrs. Patterson, Parsons, J. A. Grant, R. P. McKay, W. S. Wallace and W. A. Hunter was ordered to wait upon the other ministerial bodies in the city and urge a concerted action against Sunday street cars.

A Vigorous Opposition.

The joint committee of all three Ministerial Associations held a meeting in Wesley buildings yesterday afternoon, when they appointed a sub-committee to bring in a report on the question of Sunday street cars and to frame a vigorous policy to prevent their introduction.

Give Everybody a Chance.

Editor World: I am a constant reader of your paper and am decidedly in favor of Sunday street cars. Poor families who are forced to live in crowded dwellings surrounded by privy pits, etc., should have at least one day per week when as a family (man, wife and children) they would be enabled to breathe pure country air. I also believe that if Sunday cars had been running last year one constable would have been more than needed to have kept peace in Queen's Park on any day, but instead of this the morality department backed by a large force of police were unable to prevent a crowd of citizens from resorting to a little breathing place from destroying many yards of fence, etc.

CHARLES FARZINGER.
56 Homewood-avenue, Dec. 7.

Would Like to Hear His Old Pastor.

Editor World: Kindly add my name to your list of subscribers for the requisition of Sunday street cars, a great necessity for a city this size. Myself and family would often like to attend service and hear our old rector, the Rev. John Pearson, but cannot on account of the distance.

H. SCHOFIELD.
554 Dufferin-street.

We Will Pay Attention to This Later.

Editor World: No doubt your intentions are all right in urging the running of the street cars on Sunday, but I think you would be doing the citizens of Toronto a much greater kindness and the Toronto Street Railway Company as well were you advocating that transfer tickets be done away with and that the company issue 8 tickets for 25 cents and 32 for $1 without any distinction as to hours, except between 12 and 6 a.m., when the price with privilege of transfer should be 3 cents. Workingmen, business men and others would then regularly, when special arrangement could be made. If the above rates were adopted with rapid electric transportation I believe even the electrics would require Sunday for rest.

J. M. MIGHT.

This Is the Right Spirit.

Editor World: Please find enclosed the names of myself and father. It is not likely that we would use the Sunday cars once in five years, but for those who do need them we will vote for Sunday cars. G. S. KARR.
162 N. Beaconsfield-avenue, Dec. 7.

Right You Are, Mr. McKay.

Editor World: I notice in your issue of this morning my name among those whom you say are in favor of running street cars on Sunday, and likewise that of Mr. J. Earis. I wish you to contradict this as regards myself, and I have authority from Mr. Earis for you to do so on his behalf. Both of us are strongly adverse to having street car men work on Sunday, as we think they are entitled to that day's rest as well as we are.

W. J. MCKAY.

Carrying Comfort to the Sick.

Editor World: I am glad to see that you have adopted the proper method of bringing the Sunday street car service before the public and herewith enclose coupon with my signature for petition. I have always advocated Sunday as well as week-day service. The utility of the same was more forcibly impressed upon me yesterday in accompanying a lady who was taking nourishment to a patient in the General Hospital through the snowstorm.

JOHN SMALL.
Toronto, Dec. 7.

A Case in Point.

Editor World: Please allow me as a reader of your valuable paper to give my opinion regarding Sunday cars and the necessity for the same. A year ago last May I had a little boy in the Children's Hospital in Jarvis-street. I live in the western part of the city. By the hospital regulations the mothers were admitted on Wednesdays and the fathers of the sick children on Sundays. I am a very hard-working man, consequently poor. Many Sunday mornings, most too tired to get out of bed, having no half holiday on Saturdays and in the very hot weather of July and August, must walk all the way down and back every Sunday. Then the children were removed to the Island. I had to walk to Brock-street wharf and then from Hanlan's Point to the hospital and home, as I could not afford hiring a cab. I was two years in the city before I ever saw that beautiful spot called High Park. No time on a week day and too far to walk on Sunday. All very fine for the rich to talk of desecrating the Sabbath while they can keep a horse or hire a cab. I suppose it is no sin for a man to drive a rich man in a carriage but a terrible sin to drive poor tired people in a street car. Mine is not an individual case by any means and I say let Toronto throw off the mask of pretence and give us Sunday street cars.

A WORKING MAN.

WORKING FOR THE CENSUS.

CITY COUNCIL OPENED WITH A TENDER DOMESTIC REFERENCE.

The Rifle Range Matter Postponed for a Week—Street Car Transfers—Technical Schools—The Contagious Diseases Hospital—Subway at Leslieville—There is a Balance in the Treasury.

"Before proceeding with the business of the council I think the aldermen will join with me in congratulating Ald. Hill and Ald. Hallam. Since the last meeting of council their wives have presented them each with bouncing baby boys," were the first words of the Mayor at the meeting of the City Council last evening. There were but two absentees, Ald. Shaw and Boustead.

That Rifle Range.

Many present looked forward with considerable interest to the discussion of the report of the Committee on Parks and Gardens. The committee recommended, as has already been published, the purchase of the site situated on the Lake Shore, between Port Credit and Long Branch, at the price fixed by the owner, $20,000.

Ald Leslie wanted to know if the necessary funds could be procured. Ald. Saunders, chairman of the Executive, reported that the funds were available.

Ald. Hewitt: I don't think that the mouths of the volunteers and the men who do the shooting should be shut; they should not be ignored. [Applause from the gallery.]

Ald. Hewitt continued: I protested against this recommendation in the committee meeting almost alone. I protest as strongly to-night. Further, I venture to say that equally as good ranges can be secured just as reasonably. I move that the matter be held in abeyance for two weeks. This motion was lost. The request of Ald. Score that it be left over for a week was acceded to.

A communication was read from Mr. E. A. C. Paw of the Toronto, Hamilton and Buffalo Railway, stating that arrangements have been made to have this railway built and in operation by May, 1893, and asking that this be considered by the council in their choice of the proposed lake shore rifle range.

The Trial of Children.

It was moved by Ald. Atkinson that the council request His Honor the Lieutenant Governor of Ontario to appoint John Baxter, J.P., a commissioner with the powers of a police magistrate to hear complaints against juvenile offenders. The motion was carried.

Technical Schools a Fact.

The technical school bylaw received its third reading and was made law.

The board for 1892 was appointed as follows: The Mayor, chairman of the Executive Committee, Ald. Orr, Hallam, Kerr, representing the city; Messrs. Frederick C. Cribben, Daniel J. O'Donoghue, George Hunter was ordered to wait upon the other ministerial bodies in the city and urge a concerted action against Sunday street cars.

A Vigorous Opposition.

The joint committee of all three Ministerial Associations held a meeting in Wesley buildings yesterday afternoon, when they appointed a sub-committee to bring in a report on the question of Sunday street cars and to frame a vigorous policy to prevent their introduction.

Give Everybody a Chance.

Editor World: I am a constant reader of your paper and am decidedly in favor of Sunday street cars. Poor families who are forced to live in crowded dwellings surrounded by privy pits, etc., should have at least one day per week when as a family (man, wife and children) they would be enabled to breathe pure country air. I also believe that if Sunday cars had been running last year one constable would have been more than needed to have kept peace in Queen's Park on any day, but instead of this the morality department backed by a large force of police were unable to prevent a crowd of citizens from resorting to a little breathing place from destroying many yards of fence, etc.

CHARLES FARZINGER.
56 Homewood-avenue, Dec. 7.

Would Like to Hear His Old Pastor.

Editor World: Kindly add my name to your list of subscribers for the requisition of Sunday street cars, a great necessity for a city this size. Myself and family would often like to attend service and hear our old rector, the Rev. John Pearson, but cannot on account of the distance.

H. SCHOFIELD.
554 Dufferin-street.

We Will Pay Attention to This Later.

Editor World: No doubt your intentions are all right in urging the running of the street cars on Sunday, but I think you would be doing the citizens of Toronto a much greater kindness and the Toronto Street Railway Company as well were you advocating that transfer tickets be done away with and that the company issue 8 tickets for 25 cents and 32 for $1 without any distinction as to hours, except between 12 and 6 a.m., when the price with privilege of transfer should be 3 cents. Workingmen, business men and others would then regularly, when special arrangement could be made. If the above rates were adopted with rapid electric transportation I believe even the electrics would require Sunday for rest.

J. M. MIGHT.

This Is the Right Spirit.

Editor World: Please find enclosed the names of myself and father. It is not likely that we would use the Sunday cars once in five years, but for those who do need them we will vote for Sunday cars. G. S. KARR.
162 N. Beaconsfield-avenue, Dec. 7.

Right You Are, Mr. McKay.

Editor World: I notice in your issue of this morning my name among those whom you say are in favor of running street cars on Sunday, and likewise that of Mr. J. Earis. I wish you to contradict this as regards myself, and I have authority from Mr. Earis for you to do so on his behalf. Both of us are strongly adverse to having street car men work on Sunday, as we think they are entitled to that day's rest as well as we are.

W. J. MCKAY.

Carrying Comfort to the Sick.

Editor World: I am glad to see that you have adopted the proper method of bringing the Sunday street car service before the public and herewith enclose coupon with my signature for petition. I have always advocated Sunday as well as week-day service. The utility of the same was more forcibly impressed upon me yesterday in accompanying a lady who was taking nourishment to a patient in the General Hospital through the snowstorm.

JOHN SMALL.
Toronto, Dec. 7.

A Case in Point.

Editor World: Please allow me as a reader of your valuable paper to give my opinion regarding Sunday cars and the necessity for the same. A year ago last May I had a little boy in the Children's Hospital in Jarvis-street. I live in the western part of the city. By the hospital regulations the mothers were admitted on Wednesdays and the fathers of the sick children on Sundays. I am a very hard-working man, consequently poor. Many Sunday mornings, most too tired to get out of bed, having no half holiday on Saturdays and in the very hot weather of July and August, must walk all the way down and back every Sunday. Then the children were removed to the Island. I had to walk to Brock-street wharf and then from Hanlan's Point to the hospital and home, as I could not afford hiring a cab. I was two years in the city before I ever saw that beautiful spot called High Park. No time on a week day and too far to walk on Sunday. All very fine for the rich to talk of desecrating the Sabbath while they can keep a horse or hire a cab. I suppose it is no sin for a man to drive a rich man in a carriage but a terrible sin to drive poor tired people in a street car. Mine is not an individual case by any means and I say let Toronto throw off the mask of pretence and give us Sunday street cars.

A WORKING MAN.

CYRUS W. FIELD IMPROVING.

Questions as to His Son's Insanity—May Be Only Shamming.

NEW YORK, Dec. 7.—Cyrus W. Field is gradually improving. Many persons are asking from day to day if Edward M. Field is really insane. The suspicion seems to be growing that he is not.

CYRUS W. FIELD.

The condition of Edward M. Field at Vernon House yesterday was practically unchanged. He slept fairly well Sunday night and rested rather comfortably yesterday. He had no desire for food, however, and would eat but little. He continued depressed and emotional. He slept none during the day.

One point in the incarceration of Edward M. Field seems to have been overlooked, and that is the fact that he may be removed at a moment's notice, without any formality whatever. The law on this point is such that in the case of a private asylum like Dr. Granger's the patient may be removed at a moment's notice.

EDWARD M. FIELD.

Wall-street men are beginning to criticise Assignee Charles W. Gould, who has charge of the affairs of Field, Lindley, Wiecher & Co. Ten days have passed since Mr. Gould was called in to wind up the business of the wrecked firm, but he has not yet given even an approximate estimate of the liabilities and assets of the concern. Meanwhile the feeling of scepticism as to Edward M. Field's insanity is growing more and more general.

DISMASTED QUICK AS WINK.

The Schooner P. N. Young Runs Against a Bridge.

HAMILTON, Dec. 7.—The schooner P. N. Young, heavily laden with stone for Toronto at 2 o'clock Sunday morning, started from the wharf with all her fore-and-aft canvas set. On entering the canal the captain saw that the bridge was closed. She reached the bridge just as it began to move—the bridge people by this time having discovered that something was the matter. The forestays were snapped and the foremast crashed against the bridge and was carried away close to the deck. The mainmast came next and was leveled over the cabin. The sails were torn and, with the rigging, fell into the water. Singularly enough nobody was hurt. A tug was sent for and the Young was towed to Toronto, where she will be repaired at the expense of the G.T.R.

CAPT. HORNE THE IDENTIFIER.

A Man Well-Known in Toronto Recognizes The Bomb-Thrower.

NEW YORK, Dec. 7.—W. D. Southworth, said to be the leader of a gang of bomb-throwers, one of whom was blown up in an attempt to assassinate Russell Sage, was arra