The Toronto World.

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The Ratepayers' Association and Their Methods.

The World yesterday disposed of Mr. McCabe's resolution and proved that its spirit was to advise citizens to vote against a Sunday car service unless the company would surrender their contract rights and break faith with the bondholders. To-day we will deal with the opinion of City Solicitor Caswell and with the verbal opinions of the other professional gentlemen who addressed the Pavilion meeting. There is no doubt the Assistant City Solicitor has been led into a grave professional error, but we are disposed to lay more of the blame on Mayor Fleming than on the solicitor. To show that the written and verbal opinions of the solicitor and of Mr. Maclaren and Mr. Rowell are erroneous The World submits the opinion of a legal gentleman who probably commands the confidence of a much larger proportion of the community than the whole of the above combination. While the railway company had entire confidence in the opinion of their own solicitors they thought the situation warranted them in taking an independent professional opinion. Mr. Charles Moss, Q.C., was consulted and the following is a copy of his opinion received by The World from the company:

William Laidlaw, Esq., Q.C., Toronto:

MY DEAR SIR.—I have, as requested, considered the question whether, in the event of a Sunday street car service being approved of by the citizens by a vote to be taken as provided by the agreement, the conditions of the agreement apply to such Sunday service and the operation of the cars by the company for the purpose of giving such Sunday service. I am of opinion that all the terms and conditions of the agreement with respect to the operation of the cars apply to a Sunday service, and that the company in operating its cars for the purpose of such Sunday service will be subject to all the conditions of the agreement. Yours truly, CHARLES MOSS.

It is of no practical importance now, because the company admits that all the conditions of the agreement apply to the Sunday car service, and they offer to execute any document which the City Solicitor may draw to settle any doubts which he has expressed in regard to the agreement.

The World confesses a degree of surprise that the Mayor would give away the case of the city at a public meeting without better grounds than are disclosed in the letter of the solicitor, and if it should appear upon the investigation which will be ordered before the county judge upon oath that the resolution, the questions, the answers, the intended reading of the letter at the public meeting, were all a part of a formulated scheme, we rather think that the Mayor and Assistant City Solicitor Caswell will regret the day that they put such an opinion before the citizens.

But The World may in perfect justice, and with generous consideration for the mistake of the Assistant City Solicitor, examine the opinion from a common sense point of view and take it up clause by clause:

Your letter of to-day's date received, enclosing the following questions and asking my answers thereto to-day: (1) "What sections of the agreement of Sept. 1, 1891, between the city and the Toronto Street Railway Company, convey the franchise of running Sunday cars to the company?"

Answer—I do not think there is any clause in the agreement expressly conveying the franchise or right of running Sunday cars to the company.

The question is evasive, and the answer is evasive. There is no clause in the agreement expressly conveying the franchise or right of running cars on any day of the week. The sale and grant of the franchise is general and the only mention of Sunday cars in the agreement is clause 40, which provides that "no cars shall be run on the Lord's Day until a Sunday service has been approved of by the citizens by a vote taken on the question." It does appear reasonably clear to a layman that when the citizens approve of a Sunday car service the agreement applies to such service in the same way as to a service on any other day of the week.

2. "If the vote on the 26th of August under section 40 of said agreement be in favor of the cars of said company running on Sunday what section of said agreement, if any, brings them under the control of the City Engineer and Council?"

Answer—The vote on the question of Sunday street cars is not strictly under section 40 of the conditions annexed to the agreement, because that condition is practically put an end to by section 1 of the act whereby the company is incorporated, which prohibits the running of street cars on Sunday, but the said section permits the company to do any act which is not a violation of the Lord's Day Act, if and when such act shall have been approved of by the citizens, by a vote taken on the question, as provided by the said agreement. This vote on the Sunday street cars, as I understand it, is being taken on the assumption that the running of street cars is not a contravention of the Lord's Day Act, and as this fact is by no means clear it may be necessary to have this point settled in the courts after the vote is taken, should it result in favor of the Sunday street cars. There is no express authority bringing the control of cars operated upon Sunday under the City Engineer and council. It is a debatable question whether the present agreement is intended to cover the Sunday service or not. I am afraid that most of the conditions do not apply to such a service, and that a new agreement on that subject is necessary.

The World need not follow the Assistant Solicitor, though his opinion, whether "the vote is being taken on the assumption that the running of the street cars is not a contravention of the Lord's Day Act." That part of the answer is not in point. The point is in the sentence: "It is a debatable question whether the present agreement is intended to cover the Sunday service or not. I am afraid that most of the conditions do not apply to such a service and that a new agreement on that subject is necessary."

Now The World asks every intelligent man to mark that the words which have been quoted constitute the opinion of Assistant Solicitor Caswell.

It may be courteous to refer to it as an opinion. Let us examine it fairly and observe, in the first place, "that it is a debatable question." Is that an opinion? And let us observe, in the second place, that "I am afraid that most of the conditions do not apply." Is that an opinion?

And The World directs every man who reads and thinks to the amazing statement "that most of the conditions do not apply."

The World is constrained to ask, Where do you draw the distinction, Assistant Solicitor Caswell? If any conditions apply, they must surely all apply. It is impossible to carve and garble an agreement.

3. "If the vote on Aug. 26 be in favor of the company running its cars on Sunday, will such service be subjected to all the terms, conditions and penalties of the original agreement?"

Answer—I think not; as my previous answer indicated, a new agreement on the subject will be necessary.

The World directs special attention to this answer: "I think not, as my previous answer indicated." Go back to the previous answer and you will find that "it was a debatable question," and Assistant Solicitor Caswell "was afraid that most of the conditions do not apply," etc.

Is that an opinion?

4. "Will the city be entitled to the percentages on the Sunday receipts as forming part of the gross receipts of the company?"

Answer.—It may be strongly argued that section 16 of the agreement applies to enable the city to collect a percentage upon all the gross receipts of the company, but as I believe none of the clauses of the agreement are intended to apply to Sunday street cars, it is not perfectly clear that the city could recover the percentage upon the Sunday receipts if the company refuse to pay the same.

It is positively painful to comment further on this extraordinary public document. In the answer to question 2 the Assistant Solicitor is afraid that "most of the conditions do not apply to a Sunday service." In this answer to question 4 our Assistant Solicitor "believes that none of the clauses are intended to apply to Sunday street cars," and it is not perfectly clear, etc.

5. "Will the city be entitled to a pro rata increase in the mileage, and if not, why? That is to say, what section or part of the agreement controls in this regard?"

Answer—As the agreement at present exists, I do not think the city could collect more than $800 per mile under the clause as to mileage.

What is the meaning of this answer? If it has any meaning it must be that as the citizens have the right to vote on a Sunday car service the condition for mileage governs. And the Assistant Solicitor does not think the city could collect more than $800 per mile under the clause as to mileage.

Note again, Messrs. McCabe and Jaffray want to change the agreement and claim an additional mileage.

Notwithstanding the feeble reply of Messrs. Jaffray and McCabe, which appears in another column, The World repeats deliberately that the methods of these gentlemen will not bear public investigation. Their defence only lands them deeper in the mire, and if the Ratepayers' Association choose to follow such leaders and abdicate the exercise of intelligent judgment upon public questions they bring discredit on the intelligent citizens of Toronto.

Sunday Cars and the City's Growth.

The antis say that Toronto has not a large enough population yet to justify Sunday cars. Besides, they tell us the running of the cars on Sunday is wicked. People who hold these opinions will naturally do what they can to retard the growth and development of Toronto. They would not like to see Toronto have a larger population, because Sunday cars might then be adjudged necessary, and Sunday cars in their idea are immoral. The antis think Toronto is quite large enough for any city to become, and sooner than see the Sunday car monster once get a foothold here they are prepared to apply clamps to stunt our growth. This is just about the size of many of the men who are opposing the Sunday car movement.

We, on the other hand, who favor Sunday cars have the interests of the city at hear and wish to see it develop not only in spiritual welfare, but in population, in area and in material prosperity. The establishment of a Sunday car service will help such development. The absence of such a service continues to retard our progress. Who will say how many thousands Toronto has lost in population through our Sunday blue laws? The antis' policy naturally leads to the degeneration of the city. They are fighting to postpone the day when Toronto will have such a population as will make Sunday cars a necessity beyond doubt. Give these people a free hand and they would soon make the town so quiet that cars on week-days even would not be needed.

"Obico."

Dr. James MacCallum, Bloor-street, says Obico Mineral Water belongs to the same class as the celebrated Hawthorn and Congress Springs of Saratoga and the Homburg, Wiesbaden, Kissingen and Kreutznach Springs of Germany, and are especially useful in cattarrhal affections of the stomach and intestines. For sale by all dealers. ed

Through Wagner Vestibule Buffet Sleeping Car Toronto to New York via West Shore Route.

The West shore through sleeping car leaves Union Station, Toronto, at 4.55 p.m. daily except Sunday, arriving in New York at 10.10 a.m. Returning this car leaves New York at 5 p.m. arriving in Toronto at 10.25 a.m. Sunday leaves Toronto at 12.50 p.m.

The Great Military Parade

Was postponed yesterday morning, but the fast sailing steamship Greyhound has not missed a trip all season to Lorne Park. She now goes every day at two o'clock from Milloy's wharf. For a family picnic or a delightful afternoon sail this route is the best of all.

A. M. Wright,

Chemist and Druggist, 347 Parliament street, Toronto, has received a supply of the celebrated Membray's Kidney and Liver Cure. Try a bottle and ask to see testimonials. For pain in back it is a certain cure. 2

The Mongolian for Liverpool Direct.

This fine steamer of the Allan Line, 5000 tons, lighted throughout by electricity, will leave Montreal on Saturday, 26th inst., at daylight. Passengers go on board the night previous. The Mongolian will carry first cabin and steerage passengers.

"Go to Sleep," sure cure for sleeplessness, nervousness and headache. "Contains no Narcotics," gives sweet refreshing sleep in every case. This splendid sedative is especially efficacious in cases of insomnia from overwork, excitement or alcoholic excess. Guaranteed safe, sure and effectual. In bottles 25c at all drug stores. e

Severe Abscess Cured.

DEAR SIRS,—I had an abscess just behind my right ear in August, 1891. After suffering for three months I began to take B.B.B., and after one month's use of it I was very much better, and the abscess entirely disappeared in four months. I am certain that Burdock Blood Bitters is an excellent remedy.

FLORENCE M. SHAW, Solsgirth, Man.

Mother Graves' Worm Exterminator has no equal for destroying worms in children and adults. See that you get the genuine when purchasing.

Winter Coming.

Furs altered and repaired at moderate prices. Satisfaction guaranteed. Ordered work a specialty. J. Harris, manufacturing furrier, 71 King-street west, Toronto, first flat over Bilton Bros.

Dr. Fowler's Extract of Wild Strawberry cures cholera, choler a morbus, diarrhoea, dysentery and all forms of summer complaint, looseness of the bowels, etc. Price 35 cents.

To enjoy sound and vigorous health purify your blood with Ayer's Sarsaparilla.

Local Jottings.

The North York Reformers will hold a picnic in Williams' grove, near Newmarket, on September 5th in honor of Hon. Wilfrid Laurier.

Ald. Hallam has presented 25 volumes of biography and history to the Medicine Hat hospital. They will be shipped to-day.

Owing to the absence of Sir David Macpherson the Parks and Gardens Committee has postponed its inspection of the plants donated to the city.

Several hundred men commenced work yesterday on the street railway track allowance pavements. The work in Carlton, College, Parliament and Gerrard-streets is now under way.

The Band of the 48th Highlanders will not perform at the Island on Wednesday evening as requested. The engagement is postponed till Saturday afternoon.

A meeting of the Massey Festival Chorus Committee was held last night at the residence of Chairman George Musson. The secretary was instructed to forward invitations to the city vocalists inviting them to join the festival chorus. The selection of voices will begin in the near future.

A concert in aid of the funds of St. Andrew's Church on the Island will be given on Thursday evening next, the 24th inst., at 8 o'clock, at the Aquatic Association rooms, Centre Island. Miss Jardine Thomson, Miss Alice Burrowes and Mr. Schuch have kindly agreed to assist the musical talent on the Island. Tickets for sale at the door.

By permission of Col. Dawson and officers, the Royal Grenadier Band, under the direction of Mr. Waldron, will play the following program in Queen's Park this evening from 8 to 10 o'clock: March, Naval Rendezvous, Rathbun; valse, Happy Moments, Gautier; selection, Attila, Verdi; clarinet solo, Air Varie, Thornton, Mr. Manning; overture, William Tell, Rossini; descriptive piece, Alpine Echoes, Herfurth; medley, Ten Minutes with the Minstrels, Bowron; xylophone solo, Mr. Clegg; schottische, Push Dem Cloujs, Harris.

Some weeks ago R. Casimir Dickson brought suit against Major Cosby and the officers of the Victoria Skating Rink and Curling Association in Huron-street for $10,000 for violation of the Ontario Joint Stock Companies Letters Patent Act. It is now learned that upon the advice of the Attorney-General, the Lieutenant-Governor has issued an order directing that the penalties incurred by the club for default in complying with the act be remitted, thus relieving the club of any reliability.

In our advertising columns of to-day will be found the notice of Mr. Silver's great combination sale, which will take place at Grand's Repository Tuesday, Sept. 12, 1893. The public will no doubt be glad to learn that another opportunity will be offered to buy high class horses and carriages at their own prices.

THE MILITARY TOURNAMENT.

A UNIQUE EXHIBITION OF HEROISM AND SOLDIERLY SKILL.

Marvelous Feats By Man and Horse—Realistic Representation of the Battle of Rorke's Drift—Thrilling Combats With Sword and Single Stick—An Entertainment Worth Seeing.

When Buffalo Bill went to England to astonish the brutal Saxons with an exhibition of bravery and bravado in the wild and wooly west no doubt the thought was born in the brain of someone that it would be a pleasant thing to open occidental eyes with a sight of what men could do in the way of heroism among the effete monarchies. The result of that idea is now to be seen at the baseball grounds in the shape of the British military tournament, and yesterday two large crowds of visitors were delighted with the exhibition.

The audiences were comprehensive, embracing people in the swim and people presumably out of it. Englishmen of all ranks turned out to see "the British harmy parade." The ladies to whom the men of Mars are ever an unfailing delight were also present in large numbers, while society, which good or bad leans to a considerable degree on militarism, was represented by a worthy contingent. Among the ladies and gentlemen present were: The Lieutenant-Governor and Mrs. Kirkpatrick, Lieut.-Col. and Mrs. Hamilton, Lieut.-Col. and Mrs. Dawson, Lieut.-Col. and Mrs. John I. Davidson, Lieut.-Col. and Mrs. G. T. Denison, Major and Mrs. Cosby, Major Mead, Major Peele, Capt. Cecil Gibson, Mr. John Drynan, Mr. and Mrs. S. H. Janes, the Misses Janes, Mr. and Mrs. William Lount, Mr. and Mrs. J. C. Grace, Sir Casimir and Lady Gzowski, Messrs. G. W. Torrance, T. C. Patteson, A. W. Smith, Harry Piper, Alexander Muir, Dr. Andrew Smith.

Most Torontonians have seen Buffalo Bill's Wild West in all its woolness. Well, the tournament is the Wild West idea carried into totally different surroundings. A Wild West that looks clean and bright and spick and span and monarchical.

A Thrilling Exhibition.

It is decidedly a thrilling exhibition, one that cannot fail to stir the blood with enthusiasm, and one moreover calculated to rouse a man's love for the Mother Country.

Toronto gets more than enough of militarism every day in the year, but it is a different sort of militarism from that which we saw at the Baseball Grounds. The very sight of these veterans in their crimson tunics and flashing armor and flowing plumes of the Life Guards or the novel, breezy-looking uniforms of the Lancers bespeak fight and grit. You see the Tommy Atkins that Kipling has sung of and told tales about both in the serious and the playful business of his life. And yesterday morning some Torontonians had sundry glimpses of Tommy Atkins off duty that were peculiarly Kiplingesque.

From the very opening of the tournament the onlooker feels himself in the presence of that wonderful influence in modern history, "the British army." As soon as you hear the bugles blowing you think of Kipling.

The display opens with a march past of the 200 men. First comes the very best military band that has ever been heard in this city, composed of picked men from the Coldstream Guards and other famous regiments. It is under the direction of Bandmaster W. Mayne of the First Life Guards. A squad of the Royal Artillery, fine-looking fellows, with two large guns come next. The First Life Guards follow, every man of them six feet in height, with great helmets and white plumes, red tunics and casques of polished steel and white trousers.

The beauty of the ensemble is enhanced by the fact that every man rides a horse of solid black. The Royal Irish Lancers come next, trim, lithe-looking men, darkly uniformed with square-topped helmets and lances carried aloft. The Infantry follow, the Grenadier Guards of fine bearing and uniformed like our own Royal Grenadiers; the 42nd Highlanders, the Black Watch, with great shakos and kilts; the Connaught Rangers in the regulation rifle uniform.

The manoeuvres which follow are of a varied and brilliant nature. Trooping the colors is a familiar one to us and was well executed.

The 1st Life Guards do a very pretty musical ride with vigorous sword exercise. The great blades were wielded to the tune of "Here's to the Maiden of Bashful Sixteen," which recalls the time when Marie Prescott died as Cleopatra to the music of "Ere Another Sabbath's Close." They conclude by an intricate piece of riding known as "Plaiting the Maypole."

The Black Watch exhibit some skill in Highland dancing. The exhibition of horses lying down and trained to act as bulwarks, the rider mounting as they jump up, excited much interest.

Most Exciting Events.

Two other events may be pronounced the most exciting and attractive of the whole tournament. They are the exhibitions of tent pegging and of the Balaklava melee. The tent pegging is the particular sport of the Irish Lancers. A peg three inches in width and 12 inches long is driven into the ground six inches. The lancer rides at it at full speed and as he passes neatly picks the peg up with his lance. The trick is one of the most graceful and skilful sights imaginable. Eight men engaged and Lieut. Rawson Turner scored most points. He also performed the clever feat of picking out a peg with his sword.

In the melee 16 men heavily masked and protected engaged with heavy single-sticks. The fight was most exciting, and Pte. Clark of the Prince Albert Hussars in the afternoon displayed the utmost prowess. In the finale he engaged with two men and came out a victor in fine style.

The program concludes with two fine exhibitions of defence and attack in regular warfare, including the historical defence of Rorke's Drift, the most heroic event of the Zulu War. The picture is a most striking one in both events, all troops, including artillery, cavalry and infantry, being engaged.

Briefly, it may be said that the show is an heroic one, which possesses those elements of novelty, brightness and healthy excitement that cannot fail to delight every man and woman in the land. There is no instinct we possess that is so universal as the military one, and to this the display cannot fail to commend itself. The officers in charge are Capt. C. W. Gordon, Capt. R. M. Dawson and Lieut. Rawson Turner. The manager is Mr. H. J. Leslie, an Englishman, and an all-round good fellow. It is to Mr. I. E. Suckling's good offices that we owe the presence of the tournament in Toronto.

A street parade will take place this morning and exhibitions will take place twice daily until Thursday.

To Columbian Exposition

Via the Wabash vestibuled trains running to Chicago every day in the year, are the finest known to the railway service. They are complete and solid vestibuled from end to end, the entire train being a moving palace of connected apartments. All Wabash trains stop at Englewood, near 60th-street entrance to the World's Fair; electric cars direct to grounds every five minutes. Get your tickets via Detroit and the banner route. J. A. Richardson, Canadian Passenger Agent, northeast corner King and Yonge-streets, Toronto. e

The Sunday World alone pays for G. W. Smalley's Cable Letter. The Mail and The Empire steal it for their Monday's paper.

Why suffer from disorders caused by impure blood, when thousands are being cured by using Northrop & Lyman's Vegetable Discovery? It removes pimples and eruptions of the skin. Mr. John C. Fox, Olinda, writes: "Northrop & Lyman's Vegetable Discovery is giving good satisfaction. Those who have used it say it has done them more good than anything they have ever taken."

Money Saved and pain relieved by the leading household remedy, Dr. Thomas Eclectric Oil—a small quantity of which usually suffices to cure a cough, heal a sore, cut, bruise or sprain, relieve lumbago, rheumatism, neuralgia, excoriated nipples, or inflamed breast.

DR. ORONHYATEKHA.

Special attention given to diseases of Throat, Lungs and Nervous System, Electricity and Inhalations. Consultation rooms 29 and 30 Canada Life Building. Hours—10 a.m. till 4 p.m., and 7 to 8 p.m. 246

THE SUNDAY CAR QUESTION.

[*Continued from first page.*]

which will not be the case in a Sunday service.

As for the noise, we question whether this is now even noticed by residents on tracked streets, where they have the cars running every day and until midnight, when they would perhaps be most anxious to have absolute quietness; if we go through the residential parts of the city on any day in the week, what do we find but peace and quietness? and is a Sunday car service likely to change all this for the worse?

We cannot deny the excellent service given us by the Toronto Railway Company nor the business-like manner in which they have conducted their system up to the present time, but whether we agree or disapprove of them we must not lose sight of the fact that what we want is a Sunday car service, and it cannot be denied that the employes of the company have an opportunity now to make terms with the company which they may never have again, and which, under the strongest possible union, they could not hope to gain.

While our sympathies are with these men that they should be fully protected, we must at the same time remember that the greatest good to the greatest number is what must prevail, and we should no more deprive ourselves of Sunday cars than we would of Sunday telephones, and there is no doubt that the percentage of employes in the latter necessary to give a service to their subscribers is larger than would be necessary to give a Sunday car service to the general public of this city.

In conclusion, we hope that other employers of labor will, either directly or indirectly, use their influence towards the success of this movement and solicit the aid of all who have the interest of the working classes and the welfare and advance of this city at heart. CHARLES BOECKH & SON.

Aug. 21, 1893.

Messrs. Jaffray and McCabe's Reply.

Editor World: In this morning's issue of The World appears a gross and baseless personal attack on the undersigned, evidently to draw off, as far as possible, the attention of the public from the questions discussed at the public meeting in the Pavilion on Friday evening last, and approved with practical unanimity by that large, influential and representative meeting.

Being members of the Executive Committee of the Ratepayers' Association, we were appointed members of a sub-committee to look after the interests of the property-owners in connection with the street railway controversy with the city. The object of that body is to protect in every way the general financial interests of the city. In consequence of this appointment, we became under greater obligations, in co-operation with our colleagues, Ex-Mayor Alexander Manning, Ex-Ald. Defoe and Dr. Barrick, chairman of the Executive Committee, to discharge the duties of our appointment than would have been the case had we been acting as individual citizens. This sufficiently disposes of the insinuation that we have any personal affair with the street railway company or any personal ground whatever for opposing the grant to the company of a Sunday service on the 26th inst., alleged in the article in the morning's World, headed "The Appeal of 80,000 Citizens."

2. The intimation as to having had anything to do with suggesting the opinion of acting City Solicitor Caswell, which His Worship the Mayor read to the meeting in the Pavilion on Friday evening last, is an utterly weak attempt to endeavor to extricate the company from the dilemma into which they found themselves after the reckless statement of their solicitor on the point so completely demolished by the City Solicitor's opinion. If there were any scandalous tactics whatever used at the meeting it was the attempt of the company's solicitor, Mr. Laidlaw, with such loud declamation to endeavor to mislead the meeting. This gentleman with the greatest positiveness declared that neither the Mayor, the City Solicitor nor any other member of the bar would venture to say that the original agreement did not apply to a Sunday service should it be granted by the citizens on the 26th inst. He did this believing that his opponents would be quite unprepared to meet this rash statement, and he and his friends were therefore both disconcerted and astonished when they found that both the City Solicitor, the Mayor and other eminent counsel, whose opinions would be accepted by the public in preference to his, confirmed the position taken in the resolutions before the meeting and entirely disagreed with the opinion so loudly and recklessly stated by Mr. Laidlaw to the meeting. His Worship the Mayor and the City Solicitor would have been guilty of a gross neglect of duty had they stood by without letting the citizens know that the risk they ran of making this addition to the company's franchise without the grant being subject to the terms of the original agreement and without the fair compensation to the city covered by that agreement.

3. With regard to the withdrawal of opposition—if the company would only settle the paving dispute with the city the position of ourselves and colleagues has always been with regard to the differences between the street railway company and the city that we have had and still have the strongest desire to bring the city and the street railway company to a common understanding that would be in accordance with the original agreement between the company and the city. We hold that it is against the interests of all concerned that these disputes and so much litigation should be carried on and threatened by the company and that the sooner a common understanding is reached which will not sacrifice the interests of either party the better it will be for all.

4. With regard to the charge that we ever contended for any variation of the original agreement it is only necessary to say that our position from the beginning has been to abide by the agreement, and the only reason why a new agreement became necessary is founded on the fact that the company desires the addition to its franchise of the Sunday car service, as clearly stated in the resolutions passed almost unanimously at the large meeting in the Pavilion on Friday evening last, in which the reasons for such new agreement are clearly stated. The original agreement with the company is expressly limited by the Act of Parliament incorporating the company to a week day service, and Sunday is expressly excepted. All terms and conditions, therefore, of such week-day service can only apply to such service and not to a Sunday service, so specially excepted, and therefore, a new agreement fixing the compensation for this addition to the franchise and especially bringing the Sunday service under the terms of the Original Agreement, as to fares, speed, service, protection of workmen, etc., is essentially necessary before any vote should be taken on this question. Without such an agreement between the company as a company and the City Council in the event of a Sunday service being given on the 26th inst. whatever rights the city has will be entirely at the will and mercy of the company.

This is made entirely clear by the City Solicitor's opinion, as well as by that of the other professional gentlemen who spoke at the Pavilion meeting. Clearly, even it were only a matter of doubt, should not the city's interests be fully protected before it is too late, as will be the case if the Sunday service is granted on the 26th inst. without such binding agreement securing to the city all the rights it has under the original agreement. It is evident that only under the compulsion of public opinion and at the last moment any attempt on the part of the company has been made to recognize any of the rights of the employes of the company. Surely every citizen, whether in favor of a Sunday service or not, should see that the city's rights financially and otherwise are protected before voting for a Sunday service.

5. As to the assertion that the withdrawal of the Engineer's report for the construction of tracks on Dovercourt-road, Union and Dufferin-streets because of the hostility of the company as the valied reason for our present action, and that the report in question was inspired by "boomers" who obtained the Engineer's co-operation in January last, we need only point out that on page 922 of the statutes of Ontario for 1892 is to be found, in the Act incorporating the present company, a statement of tracks to be laid, which includes the streets in question. That matter was therefore settled two years before the present controversy arose. To what a desperate condition the supporters and organ of the street railway company must be driven when they feel it necessary to resort to such a groundless insinuation as has been made by them in this connection, evidently for the purpose of distracting the public attention from the real question at issue, which they find themselves wholly unable to answer.

6. With regard to the company's having purchased the franchise, i.e., the right to use our streets exclusively for 30 years. This right was granted in consideration of the company giving a stated service and paying (a) a percentage on receipts and (b) a mileage allowance and is expressly limited by section 1 of the Act of Incorporation to all days except Sunday. The president admits the liability of the company to pay the percentage on receipts, but denies liability to pay increased mileage. Why? The right to run cars on Sunday is not the same as the franchise for the exclusive use of the streets, and if the company is liable to pay the percentage it would seem equally liable to pay an equitable increase to the mileage allowances.

7. The president of the company, in the extraordinary letter written by him, and which appears in the press this morning, speaks as if a Sunday service is entirely in the power of the company alone to grant, whereas the fact is that it is wholly in the hands of the citizens whenever a suitable service such as they can approve of is formulated and their votes recorded in its favor. Our judgment will be greatly at fault if the citizens do not resent by their votes on the 26th inst. the arrogant threat of the company's president as stated in his letter in to-day's papers and show conclusively that however such tactics may be effective with the majority of our present City Council, they will prove utterly powerless with our intelligent voters. ROBERT JAFFRAY.

Aug. 21. WILLIAM MCCABE.

Ayer's Sarsaparilla frees the blood from all scrofulous and inflammatory humors.

Can You Believe It?

We know it is hard to believe, and yet it is true, that every day persons who ask for CARTER'S LITTLE LIVER PILLS have handed out to them something which looks like C-A-R-T-E-R-'-S, and yet is not.

They are put up in a RED wrapper, and they closely imitate "C-A-R-T-E-R-'-S" in general appearance. But it is a fraud!!!

The unsuspecting purchaser who wants CARTER'S LITTLE LIVER PILLS, because he knows their merit, and is sure of their virtues, goes home with a fraud and imitation in his pocket.

HEED THE WARNING.

Don't be deceived and do not be imposed upon with an imitation of what you want. You want CARTER'S LITTLE LIVER PILLS, because you know their value, and their merit. THEY NEVER FAIL.

When you go to buy a bottle of CARTER'S LITTLE LIVER PILLS, ask for "C-A-R-T-E-R-'-S," be sure you get "C-A-R-T-E-R-'-S," and take nothing but the genuine CARTER'S LITTLE LIVER PILLS.

A POSITIVE CURE FOR SICK HEADACHE. 246

SMALL PILL. SMALL DOSE. SMALL PRICE.

TORONTO GENERAL TRUSTS CO.

AND SAFE DEPOSIT VAULTS

CORNER YONGE AND COLBORNE-STS.

Capital.....$1,000,000
Guarantee and Reserve Fund..$225,000

HON. EDWARD BLAKE, Q.C., LL.D., President.
E. A. MEREDITH, LL.D., JOHN HOSKIN, Q.C., LL.D., } Vice-Presidents.

The Company acts as EXECUTOR, ADMINISTRATOR, RECEIVER, COMMITTEE, GUARDIAN, TRUSTEE, ASSIGNEE, and in other fiduciary capacities, under direct or substitutionary appointment.

The Company also acts as AGENT for EXECUTORS AND TRUSTEES, and for the transaction of all financial business; invests money, at best rates, in first mortgage and other securities; issues and countersigns bonds and debentures; collects rents, interests, dividends, etc. It obviates the need of security for Administrations, and relieves individuals from responsibility as well as from onerous duties.

The services of Solicitors who bring estates or business to the Company, will be rewarded. All business entrusted to the Company will be economically and promptly attended to. 2

J. W. LANGMUIR, Manager.

Claret Emporium

Johnston's Club Claret
St. Macaire
Chateau Cabernet
Capri Rosso
Vin Ordinaire

And many other first-class brands, from $3.50 and upwards per dozen quarts. The following extract will give an idea of the extensive business we do in claret:

TORONTO, May 19th, 1893.

We, the undersigned, Custom House Brokers of the City of Toronto, doing business for Messrs. Gianelli & Co., 16 King-street west, beg to certify that in the year 1892 we made Customs entries for different kinds of claret, imported from France in cases and in cask, for two thousand six hundred and ninety-seven gallons and one-half (2697½). (Signed) ROBINSON & HEATH.

246

Call at our office, sample the Wine and judge for yourself.

GIANELLI & CO.,

16 King-street west,

Successors to Quetton, St. George & Co. Established 1869.

REMEMBER

is the latest triumph in pharmacy for the cure of all the symptoms indicating DYSPEPSIA AND LIVER Complaint. If you are troubled with Costiveness, Dizziness, Sour Stomach,

MEMBRAY'S

Headache, Indigestion, POOR APPETITE, TIRED FEELING, RHEUMATIC PAINS; Sleepless Nights, Melancholy Feelings, Rest Assured Membray's Kidney and Liver Cure

KIDNEY AND

will give immediate relief and EFFECT A CURE. Sold at all Drug Houses.

Peterboro' Medicine Co., Limited, PETERBORO', ONT.

LIVER CURE

BLOOD POISON

A SPECIALTY. Primary, Secondary or Tertiary Syphilis permanently cured in 15 to 35 days. You can be treated at home for the same price and the same guarantee; will those who prefer it come here we will contract to cure them or refund money and pay expense of coming, railroad fare and hotel bills, if we fail to cure. If you have taken mercury, iodide potash, and still have aches and pains, Mucous Patches in the mouth, Sore Throat, Pimples, Copper-Colored Spots, Ulcers on any part of the body, Hair or Eyebrows falling out, it is this Syphilitic BLOOD POISON that we guarantee to cure. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has always baffled the skill of the most eminent physicians. $500,000 capital behind our unconditional guarantee. Absolute proofs sent sealed on application. Address COOK REMEDY CO., 1325 to 1331 Masonic Temple, Chicago, Ill.

SMOKE CRUSADER CIGARS.

Delightful Flavor

J. Rattray & Co., - Montreal,

MANUFACTURERS. ed

SUMMER RESORTS.

HOTEL LOUISE LORNE PARK.

Table appointments first-class.

Rate $7 per Week and Upwards.

Apply E. PATTERSON, Lorne Park, Ont.

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NERVOUS DEBILITY

Exhausting Vital Drains (the effects of early follies) thoroughly cured. Kidney and Bladder affections, Unnatural Discharges, Syphilis, Phimosis, Lost or Failing Manhood, Varicocele, Old Gleets and all Diseases of the Genito-Urinary Organs a specialty. It makes no difference who has failed to cure you. Call or write. Consultation free. Medicines sent to any address. Hours 9 a.m. to 9 p.m.; Sundays 3 to 9 p.m. Dr. Reeve, 345 Jarvis-street, 4th house north of Gerrard-street, Toronto. 246

REMEMBER

MR. SILVER'S

GREAT COMBINATION SALE!

WHICH TAKES PLACE AT

GRAND'S REPOSITORY

Tuesday, Sept. 12th, '93

COMMENCING SHARP AT 10.30 A.M.

This will be the most important sale of HORSES, CARRIAGES, HARNESS, ETC., which has ever taken place in Canada, as Mr. Silver has received instructions from several private gentlemen to sell their entire outfits without reserve. Also a number of HIGH-CLASS HORSES, which he has purchased during the summer and are now at his Newmarket Stables. Among the lot will be a Brown Mare, Beauty, which for style and action will equal the Brown Cob Perfection which was sold for Hundreds of Dollars; also a Chestnut Cob, Wonder, 15 hands 1 inch high. This Cob will be a surprise to every person who sees him and we will say more about him later.

Remember the date, TUESDAY, SEPT. 12th.

All entries for this sale must be made at Mr. Silver's Office not later than MONDAY, 28th—earlier if possible.

Address I. SILVER, 88 KING-ST. WEST, TORONTO.

TO HORSEMEN

Grand's Repository

ADELAIDE-STREET WEST, TORONTO, CANADA.

Great Annual Fall Sale

—OF—

100 HIGH CLASS HORSES,

comprising Saddle, Single Drivers, Matched Carriage Pairs, Trained Hunters, Cobs and Ponies, also Heavy Draught and General Purpose Horses will take place on SEPTEMBER 19, 20 and 21, 1893. Entry books are now open and consignments respectfully solicited. For terms and other particulars apply

S. D. PAGE, W. H. SHADWELL, V.S., Auctioneer, Proprietor.

N.B.—Mr. Shadwell has now a stable especially fitted up for boarders, which will be taken at the usual rates, and well cared for, besides having advantage of veterinary inspection at all times.

The usual sale will take place on TUESDAY, AUGUST 22ND, at 11 o'clock.

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TIMMS & CO. Phone 2493

G. Y. TIMMS, Manager.

13 Adelaide St. East, Toronto.

"TO BE OR NOT TO BE?"

That is the question that has been agitating our minds, whether to have another inducement sale or not. We have decided in your favor and for the next week will sell

GAS,

ELECTRIC

AND

COMBINATION

FIXTURES

At prices never touched before. Your time to buy is now. Come in and see

R. H. LEAR & CO.,

19 and 21 Richmond West. 26

MEN'S FOOTWEAR

New shapes and styles of Fall Boots, easy, comfortable, durable; our own make of Men's Shoes will always be found in great variety and extremely low prices at

79 KING EAST. 26

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WEAK MEN CURED

Send at once for sealed direction, FREE of The Common Sense HomesCure for all weakness of men. A certain permanent cure for nervous debility, lost manhood, emissions and varicocele. WEAK ORGANS ENLARGED and complete cure guaranteed. We furnish the best of references. Address

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JOHN HILLOCK, President. A. J. PATTISON, Manager. 246

Canadian Mutual Loan and Investment Co.

HEAD OFFICE - 51 Yonge-st., Toronto

Money to loan in sums of $100 to $5000 on first mortgage security. 246

New Crop of Roses Just In

FRESH FLOWERS OF ALL KINDS

Funeral Emblems a Specialty. Orders promptly filled. Telephone 1461. Greenhouse 1454.

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Gold Lack Sec

(Deutz & Geldermann's)

The Wine of All "Bon Vivants"

Now kept in crushed ice at all Leading Clubs, Hotels and Restaurants in Canada.

THE FAVORITE CHAMPAGNE OF CONNOISSEURS Throughout the Civilized World.

Lawrence A. Wilson & CO., Sole Agents, MONTREAL. 25

Electric Motors from 1-8 to 10 H.P.