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THIRTEENTH YEAR. WEDNESDAY MORNING, JULY 26 1893 ONE CENT.

## ANTIS' CAMPAIGN OPENED.

*MASS MEETING IN THE PAVILION LAST NIGHT.*

**Fervid Oratory in the Sweltering Heat — No Resolution Was Submitted Nor Show of Hands Taken—Mr. O'Donoghue's Novel Position—He Denounces and His Lodge Declares for Sunday Cars.**

The weather is extremely hot and it is just 31 days from now to polling day on the Sunday car question. We therefore propose to rest on our oars for a few days after the manner of Gaudaur and take a look at our opponents in our back-water. We may resume the argument later on, and nearer the day of voting. In the meantime we will publish full reports of the anti meetings, and had we space we should like to reprint the description of the Rochester Sunday and the Buffalo Sunday from The Evening News. While the antis are saying and writing what they are and The News is publishing what it is they are doing our work, and for this relief they have our thanks. Keep it up, gentlemen and ladies, and we'll sit under our editorial vine, fanning ourselves, and resting while we may.

Yesterday's developments included a meeting of the Builders' Laborers' Union, at which, by a vote of 36 to 1, Delegate Lamb was upheld in his vote in favor of Sunday cars in the Trades Council, and the mass meeting of the antis in the Pavilion. One of the speakers against Sunday cars was D. J. O'Donoghue, who claimed he was voicing the views of the workingmen, although the K. of L. assembly of which he is president voted the previous night in favor of the cars. Mr. W. Howland announced that the restrictionists do not purpose discussing Sunday cars in future, but would make the issue Street Railway Company v. Citizens as rulers of this city.

### THE ANTIS' FIRST MASS MEETING.

**In the Sweltering Heat They Heard Speeches in the Pavilion.**

The Anti-Sunday Car Association opened their public campaign last evening in the Pavilion of the Horticultural Gardens. At the commencement of the meeting the attendance was small, but after the close of the week day services at the churches there was a large accession to the audience and the galleries were opened and well filled.

The speeches were fairly effective from the standpoint of the Lord's Day Observance Society. There was an absence of personalities and a temperate tone pervaded the addresses. Except by Principal Caven little was said on the Sabbath question. The two points principally emphasized were the preservation of the quietude of the city on the Sunday and the danger of the city playing into the hands of the street railway company. It was also notable that the fanciful pictures of stores open and beer gardens in full operation were carefully ignored by the speakers of the meeting. In fact there was little appeal to passion or prejudice. Credit for sincerity of motive was also given to the advocates of a Sunday service.

**The Chairman's Temperate Speech.**

Hon. G. W. Allan, who presided, said the meeting was called for the purpose of eliciting a strong expression of opinion as to the desirability of preserving rest and quietness on the Lord's day. He hoped that evening no one would tread on undesirable ground, that there would be no acrimony in the speeches. He was disposed to give the utmost credit for sincerity to their opponents and he claimed the same for himself. He believed that, while it was absolutely necessary for the physical welfare of everyone to have a day of rest, it was equally desirable, from a moral and spiritual point of view, to have the opportunity to rub off the crust of worldliness and think of one's own soul's welfare and the life which is to come. [Applause.] He could not conceive it possible that any one could do this without a season of quiet thought and religious observance. In conclusion the chairman said that no one should be obliged to work on the day of rest at the risk of losing his employment. Hence he called for a strenuous effort to preserve the integrity of our Sunday.

Mr. D. S. Macorquodale asked if it was proposed to hear anyone in favor of Sunday cars.

The Chairman: This is a meeting of those opposed to the running of Sunday cars.

**Marriage and the Sabbath Must Not Be Tampered With.**

Rev. Principal Caven started out by maintaining that the weekly day of rest is one of the most beneficial institutions the Creator has given us. Any action that would directly or indirectly infringe upon that day could not turn out to be a blessing to the community. There were two ordinances, the Principal maintained, that were as old as the Creation. These institutions were the ordinance of marriage and the day of weekly rest. "I feel," said the Principal, "no more free to take liberties with the second institution than with the first. The Sabbath is an ecumenical institution; it was made for the human race. The Sabbath can stand upon its own merits."

Turning to the labor aspect, Principal Caven said there had been far too much made in this discussion of the professed sympathy for the laboring man. Personally he would join in any well-considered effort to abridge the hours of labor. [Applause.] In some way, by legislation or the power of association, the hours of labor ought to be abridged. [Renewed applause.] With the advance of science it was unreasonable that men should continue to be merely "beasts of burden."

The climax of this argument of the Principal was that any workingman who "joins in this crusade against the Sabbath is setting his face in the wrong direction.

**Clerical Dictation**

Was the next topic of Principal Caven's speech. He denied there was any such thing, and maintained that the clergy voiced the best sentiments of the community. "It is impossible for clergymen to thrust their opinions on such an intelligent audience as this. Those who have proved themselves the friends of the workingmen are those who are stoutly opposing this innovation. Having rallied the City Council on their disinterestedness, the speaker protested against the acceptance by the Council of that agreement that no employe should be "permitted" to work seven days a week. The ground the Doctor took was no one should be "permitted" to work on Sundays.

"Anyone who casts his vote for Sunday cars because of this compromise stipulation will do mischief. All human expedients, apart from the Divine order of all resting on the same day, will be an entire failure. [Applause.] Do not compromise with the enemy on these lines."

**They've Nailed Their Colors to the Mast.**

Principal Caven then related a conversation he has had with "an intelligent car driver. The substance got was that as in the agreement when they are taken on there is no stipulation for Sunday work, to ask the men to do this, even if only on one Sunday in six weeks, was an injustice to the employe. The Principal's informant had found only three, out of 40 employes, with whom he had discussed this matter, who would work on Sundays, and 15 stated emphatically that whatever the consequence they would not work on the Lord's Day. [Loud applause.]

The deduction from this the Principal drew was that this great corporation, which seemed to be tyrannizing the city and imperiling the liberties of the citizens, would override the consideration, and the result would be that every Christian man who says that his conscience cannot allow him to work on Sundays will be weeded out of the service.

**The Recreant Knight of Labor.**

Mr. D. J. O'Donoghue, Irishman as he is, made "a bull" in his opening sentence; "I am here to represent myself officially." At this there were roars of laughter. Correcting himself D. J. had the effrontery to say: "I represent the views of as large a section of the community as any other represented here." And he knew at the time that his own lodge of the K. of L. had on the previous night, with himself in the chair, passed a resolution endorsing Sunday cars.

**Is There Seven Days' Work For Six Days Pay?**

Then Mr. O'Donoghue declared, "I am opposed to Sunday cars mainly because it is the beginning of seven days' work for six days' wages." He sought to justify this by a reference to the practice in American cities, but he gave no specific examples.

Next he harped upon the allegation that the street railway company is already evading the terms of its compact with the city. "If they do this now, why not hereafter, as regards no man working more than six days a week? They will do so if it suits their purpose. The company will not ask any man to work on Sunday against his inclination, but if he does not he need not turn up on Monday. At present men work seven days for six days' pay." The proof of this Mr. O'Donoghue gave was the statement of one of the company's men that each in turn goes to work at the stables at 8 o'clock on Sunday nights till 6 on Monday morning, "and they get nothing for it." [Cries of "Question" and a slight interruption.]

Mr. W. H. Howland (ignoring the chairman's august presence): My friends, there will be some paid agents of the Street Railway Company present and we may expect interruptions.

**Is Saul Also Among the Prophets?**

Mr. O'Donoghue quitted the subject and said he had been twitted as though it were a shame that he had lately been keeping company with clergymen. However, he would say that from what he had seen he didn't know that he need be ashamed. [Laughter and applause.] "If they have faults I do not see them just now." He had been charged with being prejudiced and he owned the impeachment. He had an axe to grind, for he wanted to prevent men working seven days a week; five days and a half he thought too long. [Applause.] If those so active to find workingmen Sunday cars would be as active to find them work it would be better. Then he argued that there were plenty of parks easy to visit and abundance of fresh air to get without Sunday cars. The opening of the World's Fair on Sundays was misapplied benevolence, and he hoped the innovation of Sunday cars would be the same. "I have seen nothing to show that the working classes want the cars!"

This Mr. O'Donoghue said unblushingly, although present at the Trades and Labor Council ratification of them on Friday last.

"Those who are energetic for Sunday cars this time were energetic before. They got 'left' then; I hope they will get 'left' again.

**The Learned Q. C. Talks.**

Mr. N. W. Hoyles said it would be one of the worst blows the city of Toronto ever received if they got Sunday cars. It will be something the citizens will regret for the rest of their lives. Then Mr. Hoyles relaxed and waxed humorous. He said that with Sunday work motormen's children would have to worship the photographs of their fathers in order to get an idea of what their fathers are like. [Roars of laughter.]

The allegation of clerical dictation on this question he said was ridiculous. But if their was any foundation for it, would they not sooner be dictated to by their clergy than by a soulless corporation that only wants to roll dollars into its coffers? "I say, hands up every time for the clergy. They have no pecuniary interests at stake, although in letters in the press you read that if cars run on Sunday the five cents will not go into the collection box. [Laughter and applause.]

**Who Owns Toronto?**

"It is time," Mr. Hoyles continued, "we should awake to our position. We want to know who owns this city. This is a citizens' meeting. Citizens of Toronto, who owns you and your streets and everything else? This is a serious question, although you may think it a joke. The Street Railway Company cares nothing about our lives, and will care nothing about the employes' Sunday."

Then Mr. Hoyles maintained seriously that the people had no right to vote on the question of Sunday cars at all; and, if they were to vote, he claimed that it should be an honest vote, not a sham, a delusion and a fraud, as he alleged it would be on Aug. 26.

He was not afraid of the working classes voting down the Sunday cars. Those he was afraid of were the quiet, respectable, good Christian people. He knew they would be too lazy to come out and vote. Remember, said he, once the cars are authorized they will run on Sundays for all time.

A voice: "Amen."

"Then keep up a good heart. We are bound to win; we must win." [Applause.]

**Spoke for the Christian Endeavorers.**

Mr. G. T. Ferguson said he spoke for a solid phalanx against Sunday cars—the Christian Endeavorers and kindred societies. He was glad that not many of the clergy were in favor of Sunday cars. Then the speaker became prophetic: "On Aug. 26 Toronto's Sabbath will be preserved. We will not permit the Street Railway Company to take possession of this city. I believe a better sentiment will prevail and this thing will be so effectually downed that it will not rise again." [Applause.]

**The Rural Dean Speaks.**

Rev. Septimus Jones gave a stimulating and quasi-spiritual address. Said he, "If you get into your mind the idea that you are not going to succeed on Aug. 26, you are a traitor." Then he sought to minimise the vote of the deanery by saying that it was taken on a side issue and not on the main question. "If some people rejoice on the figures of the vote let them do so. It merely means that the question is left open for the people."

Then Mr. Jones sought to show that the clergy do what they believe is the best for the interests of the community. He said scarcely anything about the Sunday cars. His concluding words were: "Honor God, and all other things will settle into their proper places."

**Ex-Mayor Howland Speaks.**

Mr. W. H. Howland admitted that the cars were used on Sunday in Montreal for church services, but denied that they were used for reaching the parks. The parks were not largely attended, the cars being used almost exclusively to reach Sohmer Park which was nothing but a great shed where beer was publicly sold. "Wherever Sunday cars are run," said Mr. Howland, "they are run to lager beer gardens, and that will be the result here. I can name where many such parks will be opened if they cars carry. The argument for Sunday cars boiled down was simply indulgence—abominable selfishness. He claimed that the honest men who signed The World petition never expected that a dishonest vote would be taken, as it must be if the vote were taken on Aug. 26. Toronto's good people, said the speaker, were kinder, more gentle, wiser and more patient than elsewhere, but the bad people were a little worse than in any other city. After announcing that every owner or hirer of a carriage would vote for Sunday cars, Mr. Howland attacked the Street Railway Company because they had bought the franchise and approvingly quoted a statement which had been made to him that the Street Railway Company was the greediest, the most dishonest and the most unscrupulous corporation that ever existed. He then told a funny story about the

(Continued on Second Page.)

## BRITISH INTERESTS AT SIAM

*SUFFICIENT FORCE OFF BANGKOK FOR THEIR PROTECTION.*

**The Government Questioned in the Commons But the Information Elicited is Hedgy, Pending Correspondence Between England and France — Only Verbal Notice of the Blockade Received.**

LONDON, July 25.—In the House of Commons to-day Mr. John Long, advanced Liberal, asked if the Government was aware that British subjects possessed rights over 40 square miles of land in the Siamese provinces of Chantoborn, Krat and Battambang, for working ruby and sapphire mines, and whether in the event of France annexing those provinces, care would be taken to guard British interests?

Sir Edward Grey, Parliamentary secretary of the Foreign Office, stated in reply that the Government was aware of the mining rights held in Siam by British subjects, but he pointed out that provinces in which these rights are held lie to the west of the Mekong River, and therefore were not included in the territorial demands made by France.

**The Government Questioned As To Its Course.**

The Hon. George N. Curzon, Conservative, asked whether France had notified Great Britain that she established a blockade of the Siamese coast, whether the establishment of such a blockade would be regarded as an act of belligerency between France and Siam, whether the blockade had been or would be recognized by Great Britain, and what measures the Government proposed to take in regard to the matter?

**British Subjects To Be Protected.**

Sir Edward Grey replied that Great Britain had received from France verbal notice of the intention of the French Government to blockade the Siamese coast. The blockade would certainly be an act of belligerency.

The British Government, Sir Edward added, proposed to continue its present protection of the lives of British subjects in Bangkok and of the property of British subjects. The Government thought that the value that attaches to a declaration of blockade cannot vary with circumstances of each particular case.

**When Shall We Hear From Paris?**

Mr. Curzon then asked, Suppose any British vessel, even a ship carrying mails, should ascend the Menam River after Thursday, 4 will it risk being captured or fired on by the French. If so, what steps will the Government take to prevent such a state of affairs? And further, when may we expect notification of the proceedings of our Ambassador in Paris?

Cries of "Hear, hear," greeted the question.

Sir Edward stated that any further communications he might make to the House must depend on communications now passing between Great Britain and France. As to details of the blockade he must state that the Government had only just received notice of the fact of the intended blockade. He added he must ask that due notice be given of other questions that the members desired to ask.

**Is It a Pacific Blockade?**

Notwithstanding this request the Right Hon. Sir Charles Dilke, Advanced Radical, asked: "Will there be a declaration of war or merely an implied belligerency? Will not the blockade be established under pretense of what is called a "Pacific blockade?"

Sir Edward replied: "I cannot add anything to what I have said. I hope to be able to give you further information on Thursday. I would not be advisable nor to the public interest to make any further statement to-day.

**The British Off Bangkok.**

Sir Richard Temple, Conservative, asked if the Government was taking steps to secure some equality in the British and French naval forces in Siamese waters.

This question brought forth cries of "Don't answer," but Sir Edward answered this question, saying: "I assured the House on a previous occasion, and the assurance still holds, that Great Britain has a sufficient force off Bangkok to protect British life and property.

**Dufferin and Develle Meet To-day.**

PARIS, July 25.—The reports current yesterday that the French Government had notified the various powers of its intention to blockade the coast of Siam were premature. No such notification has been officially addressed to the powers. Lord Dufferin, the British Ambassador, and M. Develle, Minister of Foreign Affairs, will hold another conference to-morrow, presumably on the question of the territorial demands made by France upon Siam.

**France Simply Took "Necessary Measures"**

PARIS, July 25.—A Cabinet Council was held to-day at Marly-le-Roi, where President Carnot is temporarily sojourning. M. Carnot presided over the deliberations, which were entirely devoted to the Siamese question. After the council rose a semi-official statement of the proceedings was issued. This statement was that in conformity with the unanimous vote of the Senate and the Chamber of Deputies, the Government had taken such measures to safeguard the interests and dignity of France as were considered, from Siam's reply to the French ultimatum, to have been rendered necessary.

**Mr. Pavie Leaves Bangkok.**

BANGKOK, July 25.—M. Pavie, French Minister resident, started down the river this afternoon in the warship Inconstante, accompanied by the warships Lutin and Comet. All is quiet in this city.

**To Commence the Blockade.**

SAIGEN, July 25.—The division of the far east of the French fleet, which is commanded by Admiral Humann, sailed to-day for the Gulf of Siam.

**France Treads On China's Corns.**

TIEN TSIN, July 25.—The Chinese Government has received the news of France's territorial demands upon Siam with amazement and indignation. That France should lay claim to country up to the 23rd parallel is regarded as an intrusion upon the rights of China.

**French Boats Pass Up the River.**

LONDON, July 25.—A late despatch to The Times from a semi-official source says that at 11 o'clock the French vessels had passed the mouth of the Menam River and had exchanged salutes with the Siamese forts.

**Fetherstonhaugh & Co., patent solicitors and experts, Bank Commerce Building, Toronto.**

Smoke Bahia De Mepoles cigars, reduced to 10 cents each; opposite northender office.

**You Must Keep Pegging Away.**

Leckey, the historian, said, "reiteration is the secret of the journalist's power," and so, of the advertiser, you must keep pegging away. We are doing it on that line with "Sprudel," and the results, 21,000 quart bottles sold monthly in Toronto. Wm. Mara, sole agent, 79 Yonge-st.

**Don't forget the 48th and 13th Moonlight Excursion to-morrow night.**

## CLAIMS $35,000 FOR LIBEL.

**A Labor Member of Parliament Seeks Vindication and Damages for Alleged Defamation of Character.**

LONDON, July 25.—The Evening News some time ago published a series of articles on the recent dock strike at Hull, which have resulted in an action being brought against it for libel.

The most prominent leader of the strike was Joseph Havelock Wilson, member of Parliament for Middlesborough and secretary of the National Seamen's Union. The Evening News charged that Mr. Wilson and the executive of the Seamen's Union had recklessly and wastefully disbursed the funds of the union and had then fomented discontent among the men and ordered a strike, ostensibly in support of the dock laborers, but really in order to head off an investigation into their accounts.

Mr. Wilson instituted a suit asking for $35,000 (£7000) damages against the paper and the case came on at the Guildford Assizes to-day.

*CONFESSES AN OLD THEFT.*

**Adam Wirth Says it Was He Who Stole The Gainsborough Portrait.**

LONDON, July 25.—A painting of the Duchess of Devonshire was exhibited in an art store in Old Bond-street about 15 years ago. It had been painted by Gainsborough and was valued at a high price. One day the painting disappeared, the canvas having been cut from the frame. The robbery created much comment, but no trace of the thief could be found.

The Pall Mall Gazette to-day professes to have discovered the purloiner of the painting in the person of Adam W'rth, "Le Brigand International," who is well-known to police officials in the United States. Wirth is now serving in Louvain, Belgium, a sentence of seven years for theft.

A reporter visited him in prison and Wirth told him that he had stolen the painting. The paper admits, however, that it cannot vouch for the genuineness of the confession.

*TRYON'S MANŒUVRE IMPOSSIBLE.*

**Captains Give Evidence to This Effect at the Court Martial.**

VALETTA, Malta, July 25.—At to-day's session of the court martial which is investigating the loss of the battleship Victoria, Capt. Gerard H. U. Noel of the Nile testified that he thought there was something wrong with the order and therefore had the signal reported. In his opinion the evolution as ordered was certainly impossible. He declared that Rear-Admiral Markham would have been justified in regarding the evolution as dangerous.

When sea evolutions were being performed the signals displayed on the Victoria were frequently obscure in respect to their meaning. Signals for risky evolutions at sea were never given.

Capt. Arthur K. Wilson of the battleship Sans Pareil testified that the signal ordering the manœuvre astonished him. He could not see how a collision was to be avoided. The order could only have been effected safely by the Victoria going around the Camperdown on the outsides. The signal however could not properly have been so construed. To have disobeyed the order would have involved the most serious responsibility.

*MASTERS AND MINERS.*

**The Men Increased Wages, While the Masters Seek a Reduction.**

LONDON, July 25.—A new feature was added to-day to the impending struggle between the Miners' Federation and Mine Owners' Association. The Northumberland miners asked for an advance of 10½ per cent. in their wages and the Durham miners ask for 15. It is not known what action the men will take in the event of refusal.

**Cholera Notes.**

ATHENS, July 25.—The Greek consul at Smyrna, Asia Minor, reports that five cases of cholera and two deaths from the disease have occurred there.

ROME, July 25.—It is known that cholera is prevailing in Alessandria, capital of the province of that name in Piedmont. Cases are reported in a number of other places in Piedmont.

WASHINGTON, July 25.—Word has been received that cholera exists in Naples and that measures are defective for prevention of infected persons emigrating.

*MUST ANSWER FOR SUNDAY CLOSING.*

**World's Fair Officials to Be Charged With Contempt of Court.**

CHICAGO, July 25.—Judge Stein, in the State Circuit Court to-day, issued a rule against the officials and directors of the fair to show cause why they should not be attached for contempt in disobeying his injunction to keep the exposition open on Sunday.

**It nourishes and invigorates the system —Adams' Pepsin Tutti Frutti. Take no worthless substitute.**

**Toronto Junction.**

Of 63 Applicants, Miss Clara Bull was selected as a teacher in Annette-street school. Hereafter the trustees will insist on every teacher producing a certificate of good health.

Judge Morgan has disposed of all appeals from the court of revision. Every appellant was more or less successful.

A. L. McKay, an ex-Toronto constable, is under arrest on a charge of assaulting a 12-year old boy named Hugh Miller.

**Child Killed By a Freight Train.**

ESSEX, July 25.—At 6 p.m. this evening an 8-year-old child belonging to D. Silverthorn was struck and instantly killed by a freight train. The little girl was crossing the track at the time and was struck by the cowcatcher, and falling under the wheels was frightfully mangled.

**A Tug Fireman Lost.**

TOBERMORAY, July 25. — Thomas H. Johnstode, fireman on the tug Jones of Wiarton, was lost overboard Sunday about 4 p.m. near Little Current. The body has not yet been recovered.

**Don't forget the 48th and 13th Moonlight Excursion to-morrow night.**

**William Black's Wolfenberg.**

The latest novel of William Black is a striking story of a trip through the Mediterraneau. John P. McKenna, 80 Yonge-street, near corner King. It contains all the charm of description, of character painting and of graceful narrative, for which Mr. Black's former works have been distinguished.

**Adams' Tutti Frutti Gum has been awarded the sole privilege of being sold at the World's Fair.**

**Judge Patterson's Funeral.**

OTTAWA, July 25.—The remains of the late Judge Patterson of the Supreme Court, will be conveyed to Toronto to-morrow morning for burial there. It was the wish of the deceased that the funeral should be very quiet.

The funeral will leave the Union Station for Mount Pleasant at 10 o'clock to-morrow morning.

For proper and seasonable gentlemen's furnishings visit Harcourt & Son, 57 King-street west. Our latest importations in tennis suits and summer neckwear including the Oxford scarf, have just arrived. 135

## "I'M GOING TO COMMIT SUICIDE."

**The Last Words Spoken By Austin Dempsey of St. Catharines—Found Dead Two Hours Later.**

ST. CATHARINES, July 25.—Austin C. Dempsey, a young man 25 years of age, committed suicide in his room at the Murray House about 5 o'clock this afternoon by taking a dose of morphine.

The young man came here from Franklinville, N.Y., one week ago Monday to work at the harnessmaking in the shop of J. W. Cornwell. He was of a jovial nature and soon made many warm friends.

He had been drinking heavily, and laid off work at 9 o'clock this morning on account of not feeling well. About 5 o'clock he said to the bar-keeper, "Good-bye, Bill; I'm going to commit suicide," and went upstairs. The bar-keeper only laughed and thought nothing of the matter.

Two hours later one of the boarders found the lifeless body of Dempsey lying on the bed in his room.

A bottle on the table near the bed showed plainly that he had taken the morphine route.

An inquest will be held to-morrow.

*THE SUPREME COURT VACANCY.*

**Justice King of New Brunswick Supreme Court In Favor.**

OTTAWA, July 25.—The general impression here is that a successor will be appointed at once to take the place of the late Justice Patterson on the Supreme Court bench. The reason for this is that there are now several cases standing over which can not be tried until a new appointment is made. The general opinion here is that Justice King of the Supreme Court of New Brunswick will get the position. This would leave Ontario, Manitoba, the Northwest and British Columbia to two representatives in this court out of six.

*A MIRACULOUS ESCAPE.*

**Fell Under a Moving Train—His Head Pushed Off by a Brake Guard.**

WINNIPEG, July 25.—Frank Revel, agent of the N.P.R. at Morris, boarded the outgoing train yesterday on his return home. At the Portage Junction he alighted, and when the train was going he tried to board it. He missed his hold and was thrown between the cars. In falling his head struck one of the steps, cutting a severe gash in the scalp. The body fell in pretty much of a heap, with head across the rail, but the break guard attached to the wheel pushed the fortunate man off the track, and thus he lay in a most dangerous position till five coaches passed. The injured man was picked up and brought into the city, where the wounds were dressed.

*SHOT AS SHE LAY IN BED.*

**Four Persons Under Arrest Charged With Murder.**

BURLINGTON, Ia., July 25.—Some unknown person stepped up to the window of Leonard Fritsche's house early this morning and shot Mrs. Fritsche through the heart as she lay in bed, killing her instantly. A neighbor and his son and the dead woman's husband and a hired girl are all under arrest.

**Dredging to Begin Today.**

Dredging will begin today on that portion of Ashbridge's bay let on the Shield's contract. The work has been subletted to Mr. Cogbill of the Dry Dock Company, who has experienced some trouble in securing an engineer. This latter reason is given for the delay in the matter.

**Local Jottings.**

James Papineau, 91 Buchanan-street, was yesterday sent to jail for 60 days for non-support of his wife.

Reduced cabin rates to England. The Allan Line and Allan State Line winter cabin rates commence on Aug. 1.

Henry George Hales was yesterday committed to jail for three days for theft of a bicycle from Singer's store, Queen-street west.

George Couples was yesterday sent to jail for 30 days for theft of silk handkerchiefs, the property of Max Kassell, Queen-street west.

A meeting of citizens will be held in Yonge-street Market to-morrow evening to discuss the action of the City Council in the paving contracts.

Arthur Dowzard, caretaker of the Louisa-street Public School, was yesterday sent to jail for 30 days for an indecent assault upon Jana Wesser in the Queen's Park.

The Chippewa steamed around the bay yesterday morning and later on took a party of invited guests out for a sail. To-day she commences her regular trips.

Mrs. Elizabeth Duggan, Bathurst-street, whose husband was killed while blasting on the Parry Sound Railway, has issued a writ for $1500 against the contractors, Poulin & Fitzpatrick.

A fire broke out yesterday at 1 o'clock at a stable in the rear of Brooke-avenue, owned by Mr. Phillips. The damage is estimated at $300, which is covered by insurance in the Guardian.

The inquest held yesterday afternoon on the body of the infant which was found in a pail, Monday, returned a verdict of found dead.

William Tablot, residing at the corner of Queen and McGee-streets, was arrested yesterday, charged with being implicated in the burglary of the store of Isaac Brickles, 738 Queen-street east.

Harry Ashford, residing at 409 King-street, west, was arrested by Detective Porter, yesterday, charged with stealing a suit of clothing from William Tremble, of the same place.

A strong breeze blew over the bay yesterday. At noon the yacht Escape made good her name by slipping her cable and drifting out into the bay. Clark Bros.' tug towed her back to the foot of York-street.

Dr. W. H. Graham, who sustained a broken leg, dislocated hip and shoulder and a bruised face during a runaway near Keswick a week ago, arrived back home by the 12.30 Northern train yesterday on a mattress and was removed to his home in the ambulance.

A wagon belonging to T. Lilly, market gardener, was being driven down Spadina-avenue yesterday afternoon, it collided with a trolley car at the corner of Queen-street. The driver and a boy in the wagon with him were slightly bruised.

Rev. Father Bergin announces a Catholic picnic in connection with St. Joseph's Church, Leslie-street, to be held on Civic Holiday, Aug. 28. Yesterday a committee was appointed at the presbytery to make the necessary arrangments.

William and James Shotwell, 43½ Walmer-road, were found in a skiff at 3 a.m. yesterday minus oars and rudder, over near Centre Island. An hour after George Marrow, 63½ Shuter-street, was in the same trouble. The night patrol towed both boats and occupants to the lifeboat station.

Owing to complaints as to the lack of accommodation for smokers on the street cars, it has been arranged that those wishing to indulge shall be allowed to occupy the three last seats of the open trailer, and when there is no trailer the back platform of the motor car.

Nine cars of brown stone arrived yesterday morning from Sackville, N.B., to be used in the new Court House. The number of employes on the building was increased during the past week to 235, an advance of 16 on the previous week. The pay sheet as made out for this fortnight amounts to over $7000.

Elizabeth Scott, residing at 152 Elizabeth-street, was arrested a few days ago, charged with stealing a coat. As the owner of the coat could not be found, she was let out on her own bail, and was to appear in court yesterday morning. As she failed to appear she was re-arrested on a warrant yesterday afternoon by Detective Harrison.

## COLLECTION OF IRISH TAXES

*A HOME RULE POINT THAT CAUSES HOT DEBATE.*

**Redmond Moves That Ireland Gather All Taxes at Once—Chamberlain in Moving That England Collect Them in Perpetuity Falls Foul of Gladstone, Who Dubs Him "The Devil's Advocate."**

LONDON, July 25.—The House of Commons, sitting as committee of the whole, continued the discussion of the financial proposals in the Home Rule Bill.

John Redmond, leader of the Parnellites, moved an amendment to the effect that the Irish legislature should receive immediate control of Irish taxes, as was proposed originally by Mr. Gladstone, instead of being forced to leave taxes in British hands for six years, as was stipulated in the new financial scheme

Mr. Gladstone said the Government could not accept the amendment. Such a change would not accord with the revised and simplified plan.

**Balfour Supports Gladstone.**

Mr. Balfour, leader of the Unionists, supported the Government in its opposition to the amendment.

John Clancy, Parnellite, said in support of Mr. Redwood that unforeseen difficulties would multiply both inside and outside of the Irish Legislature in case the power of collecting taxes in Ireland were reserved by the Imprisel Government.

**Sexton Opposes the Amendment.**

Thomas Sexton, Anti-Parnellite for North Kerry, argued that the transitional provisions of the financial scheme probably would be advantageous to Ireland. The burden of tax gathering, he said, was one which the Irish Legislature might well be spared in the first years of its existence. Mr. Sexton appealed to John Redmond not to push the amendment. It would be grading to Ireland and its representatives in Parliament if a scheme inspired by distrust of the Irish people were accepted in silence.

Eventually the Parnellites had their way and the division was taken. The amendment was lost by 249 to 53.

The Anti-Parnellites voted against it. Many Unionists abstained from voting.

**A Premium On Extravagance.**

Joseph Chamberlain moved to make permanent the provisional arrangement that Irish taxes should be collected for six years by the Imperial Government.

In speaking in speaking to his motion, Mr. Chamberlain denounced the Government for truckling to the national purse. Those gentlemen, he said, would be masters of the situation after six years and would be able to do pretty much as they pleased. The Irish Government would then have Irish finances so as to give a good pretext for wringing still more favorable terms from the Imperial Government. The financial plan as presented now by the Government put a premium on extravagant administration under the Irish Legislature.

The speech filled rapidly during Mr. Chamberlain's speech, as it was known that Mr. Gladstone would reply at length. When the Premier rose few seats were vacant.

**Chamberlain, the Devil's Advocate.**

Mr. Gladstone began by comparing Mr. Chamberlain's attitude towards the bill with the proverbial attitude of the devil's advocate, whose functions it was, he said, to seize eagerly on every human failing, and misconstrue everything capable of misconstruction.

This fling at Mr. Chamberlain pleased the Irish members immensely and they greeted it with loud cheers.

**The G.O.M.'s Eloquent Wrath.**

After repelling the charge that the Irish might eventually do as they pleased under the provisions of the bill, and that it in reality settled nothing, the Premier turned toward Mr. Chamberlain, and in a voice of anger and indignation said:

"The right honorable gentleman has brought into public life one of the most mischievous practics, the practice of continually and deliberately, with the utmost confidence in his own infallibility, ascribing to men who have the right to stand on the same level with him, who were at one time his colleagues and were supposed to be his friends, motives for their acts which they indignantly disclaim [prolonged cheering.] By what gift of infallibility is the right hon. gentleman enabled to pronounce on the state of things in Ireland six years hence? The Irish members in the House now number 103. Yet nobody will contend that they are omnipotent. [A loud "Oh" from Lord Randolph Churchill.] They will return in diminished numbers after the passing of the bill, and yet we hear the argument that they will prevail against 570 English and Scotch members." [Cheers.]

After describing Mr. Chamberlain's exaggeration of facts as "gross and habitual," Mr. Gladstone closed his speech with the declaration that the Government felt satisfied their proposals would meet the approval of the taxpayers of the country.

**Balfour's Sarcasm.**

As soon as the cheering and counter-cheering subsided Mr. Balfour rose to the defence of Mr. Chamberlain and his speech. Not another man in the House, he said, would have been permitted to diverge from the subject as the Prime Minister had done. [Cries of "Oh" and Chairman.] The term "settled" in reference to the provisions of the bill was hardly appropriate.

The normal course in the house was the debate and divide on a measure. The Prime Minister had seen fit however to omit the first of these processes. (derisive Irish cheers.)

The office of the "devil's advocate," to which the Prime Minister referred, was performed only in relation to the defunct Did the Prime Minister wish the House to understand that the Home Rule bill was defunct? [Cheers and laughter.] If so, Mr. Balfour said in conclusion, he himself was quite ready to take any part its authors desired in its canonization. [Laughter.]

The committee rose shortly after Mr. Balfour's speech.

**"Clear Havana Cigars." "La Cadena," and "La Flora." Insist upon having these brands. 136**

**A New Journal For Electricians and Engineers.**

A feature of the July number of The Canadian Engineer is a department devoted ot electricity. John P. McKenna, 80 Yonge-street, near corner King. The new journal is winning good opinions everywhere and has evidently come to stay. Call for sample copies, 10c per month, $1 per year.

**Jerusalem, the new Cycloramа, is attracting Toronto's best people, who are enthusiastic in its praise. See it to-day.**

**A World's Fair Train Derailed.**

CLEVELAND, O., July 25.—A World's Fair excursion train on the Baltimore and Ohio road was wrecked eight miles east of Akron this morning. Three coaches were derailed by spreading of the rails and thrown over an embankment. Many were seriously injured, although none were killed outright.

**Don't forget the 48th and 13th Moonlight Excursion to-morrow night.**

## BURIED WITH HONORS AT LAST.

**After 79 Years Soldiers Who Laid Down Their Lives at Lundy's Lane Are Interred With Honors.**

The 79th anniversary of the battle of Lundy's Lane was celebrated on the battlefield near Niagara yesterday.

The battle was the last and bloodiest of the war of 1812 and resulted in a complete victory for the Canadians. The fight commenced at 6 in the evening on July 25, 1814, and continued until midnight. Gen. Brown, the American commander, was encamped on the Chippewa with 3000 men, and expecting an advance from Gen. Drummond, the British general, sent Col. Winfield Scott with 1200 men to secure a strong position immediately above the field of Lundy's Lane. Scott was surprised to find Gen. Riall, commander of the British forces also endeavoring to take the same position. The battle then commenced. The American forces numbered 3000, being all engaged, and Gen. Drummond having but 1200 soldiers at his disposal during the greater part of the fight. In all 2800 Britishers were engaged. By midnight, when the battle ceased, the Americans had lost 1500 men and the Canadians about 800. The American commanders, Gen. Brown and Col. Scott, were both seriously wounded, the British general, Riall, being taken prisoner early in the fight. The following day the Americans took their departure from Canadian territory, and the three years' war shortly afterwards came to an end.

The celebration of the Lundy Lane victory is an annual institution, but yesterday there was a ceremony of especial interest to be performed. In April last while excavating near the town of Niagara some workmen discovered the bodies of a number of Royal Scots, a regiment which fought gallantly in the deadly struggle and bore the brunt of the fire. It was decided to re-inter these bodies with full military honors and orations.

To give additional significance to the burial the Army and Navy Veterans Association was asked to take part and furnish pallbearers to lay away those who had fallen in one of the most gallant of British fights.

The veterans, their band and a party of Torontonians interested in Canadian history, left the city at 7.30 yesterday morning and got back at 9.30 p.m., being conveyed both ways by the steamer Empress of India.

At the scene of the ceremonies Rev. Canon Houston delivered a eulogistic and historical address on the heroic memories of the day.

At the grave Miss Carnochan, an able and eloquent speaker, delivered a funeral oration, which was replete with historical interest and patriotic fervor.

The firing party, which gave the regulation burial salute over the graves, was chosen from the 44th Battalion of Niagara and composed of privates from companies 1 and 6.

Other speakers were James Lowell, M.P., chairman; President Evans, Canadian Club, Hamilton; Alexander Muir, president Army and Navy Veterans; Sergt. Charles Ellingsworth, late 93rd Highlanders; Hon. J. S. Currie, Mr. W. E. McCullough of the Canadian Club, Hamilton; Capt. Ernest Cruikshank, the eminent historian, and Canon Bull.

The bones were identified by their buttons found with them and for burial were placed in an oak casket, wrapped in the Union Jack. The cortege formed in Main-street, the Army and Navy Veterans taking the lead.

The pallbearers were as follows: Sergeant Ellingsworth, 93rd Highlanders; Gunner McFarlane, Royal Artillery; Trooper Smith, 13th Hussars; Sergeant Freeman, 2nd battalion Rifle Brigade; Sergeant Canterlin, 62nd Infantry; Sergeant Butler, Royal Marines; Col.-Sergeant Cooper, Q.O.R.; Captain Fisher, Veterans 1866; Bombardier Pierce, Royal Horse Artillery; Staff-Surgeon Edwards,