# BROTHERHOOD IN SESSION.

*A SCHEDULE ADOPTED IN CLEVELAND YESTERDAY.*

**An Economical Mileage Arrangement—Monmouth Park Racing Association's Spring Entries—Waterproof Wins at Croydon Yesterday—Varsity's Association Footballists.**

CLEVELAND, March 11.—The Brotherhood League of Players convened here to-day, the following delegates being present:

New York—Colonel McAlpin, Edward Talatt, William Ewing.

Chicago—John Addison, J. M. Murdough, Fred Pfeffer.

Brooklyn—E. F. Linton, John M. Ward.

Pittsburg—William McCallin, M. Lemon, Ed Hanlon, J. K. Kener.

Buffalo—M. Shire, C. R. Fitzgerald, James White.

Cleveland—A. L. Johnson, J. J. Coleman, John Stricker.

Philadelphia—J. M. Vanderslice.

Boston—J. B. Hart, Arthur Dixwell, M. J. Kelly.

The principal business done was the remodellation of the Pittsburg schedule, which was never made public. It is a very carefully arranged program of games. Secretary Brunnell said: "To show you the difference between our schedule and the League's, take the case of the Chicago club in each organization. In the League the Chicago club will have to travel 12,780 miles, while in the Players' League the Chicago club will travel only 9300 miles, a difference of over 3500 miles. The same is true with every other club, the National League being forced to travel from 3500 to 3500 miles more. The real intention of the League is a deep secret, and you may depend upon it that the National League will not play its schedule. There will be but eight clubs when the season opens. There is some sort of scheme on foot and I haven't the slightest doubt of it."

**The Prize Fund.**

CLEVELAND, March 11.—The schedule meeting of the Players' League was held here to-day. The Playing Rules Committee reported the following sub-division of the $20,000 prize fund. To the club winning the championship, $6250; second place, $4800; third, $3500; fourth, $2500; fifth, $1750; sixth, $800; seventh, $450. The schedule was adopted without comment. A resolution was passed permitting each club to deduct 2 per cent. from the total tickets of each game for deadheads. An auditing committee was appointed. It was decided to uniform all umpires in white. It is understood any club may negotiate with Dunlap for his services.

**Dust From the Diamond.**

Miah Murray has signed with Hartford.

The Washington players will report about the 17th.

Columbia College will give Varsity a date in the spring, but cannot offer a guarantee.

The Varsity Club will likely have a game at West Point, the great American military town, on their tour.

The Hartford Club of the Atlantic League is after Andrus of last season's Buffalos, who is now in this city.

The New York Players' League team will start for Savannah next Saturday by steamship. All the men with the exception of Crane will go down.

Anson's colts defeated Harry Wright's Phillies at St. Augustine Monday by 10 to 5. The colts all showed up well. They made 6 hits off Vickery in 4 innings.

A special meeting of the Board of Arbitration will be held in Philadelphia Thursday to consider the Lehane case. The Pettit dispute will also likely come up.

Mr. Little writes Secretary McQuarrie of the Varsity that a new club, the Montreals, has been formed in that city and will be glad to give the touring collegians a game on their trip.

Pitcher James Duryea has jumped from the Brooklyn Players' League and signed with President Stern of Cincinnati. It was a $4000 contract per annum for three years that caught him.

In a game in California last winter, Arlie Latham fainted so naturally when an umpire made a bad decision that the umpire and players, with the exception of Comiskey, were frightened out of their wits.

While at practice in New Haven Saturday, Poole, Yale's catcher, was struck on the left temple by a ball pitched by Jack Horner, the club's trainer, and injured so badly that the attending physician says he cannot play again this season.

*MONMOUTH PARK ENTRIES.*

**Secretary Crickmore's List of Entries for Early Events.**

The coming racing season promises to be even more remarkable for big fields than the last. Secretary Crickmore of the Monmouth Park Racing Association has issued his statement showing the entries for the fixed events to date.

Entries for the Cup include Auburndale stable's Ofalece, 6; A. Belmont's Prince Royal, 5, and Raceland, 5; Beverwyck stable's Lavinia Belle, 5; S. S. Brown's Senorita, 4, and Buddhist, 4; Castle stable's Diablo, 4; E. Corrigan's Libretto, aged; Dwyer Brothers' Sir Dixon, 5, and Longstreet, 4; J. B. Haggin's Firenzi, aged, and Salvator, 4; Hanover stable's Eleve, 5; Labold Brothers' Montrose, 6; W. Lakeland's Exile, aged, and Tea Tray, 4; C. Littlefield's Jubal, 4; D. T. Pulsifer's Tenny, 4; Rosemead stable's Rico, 3, and Tycoon, 5; J. T. Stewart & Son's Verdeur, 4; Santa Anita stables, Los Angeles, 5; Western Union stable's Dunboyne, 6; D. Wither's Major Domo, 4; Tomboy, 4, and Faverdale colt, 4.

Among the entries for the Champion stakes are: Auburndale stable's Jay F. Dee, 4, and Kosciusko Kay, 3; A. Belmont's Raceland, 3, Prince Royal 5, St. Carlo, 3; Beverwyck stable's Lavinia Belle, 5; S. S. Brown's Senorita, 4, Buddhist, 4; Castle stable's Diablo, 4, Elkton, 3; E. Corrigan's Riley, 3, Libretto, aged; Dwyer Bros.' Longstreet, 4, Kingston, 6, Sir Dixon, 5, and Hanover, 6; J. Haggin's Eurus, aged; J. B. Haggin's Firenzi, aged, Salvator, 4, and Fresno, 4; Hearst's King Thomas, 3, Tournament, 3, and Anaconda, 3; W. Lakeland's Exile, aged; G. B. Morris' Judge Morrow, 3; J. K. Megibbon & Co.'s Sportsman, 4, W. J. Morris, 3, Eberlee, 3, and Avondale, 3; D. T. Pulsifer's Tenny, 4; W. L. Scott's Chaos, 3, Banquet, 3, Leighton, 3, and Torso, 3; Stewart & Son's Verdeur, 4; Scoggan Bros.' Dollikens, 3; Santa Anita stable's Clio, 3, Honduras, 3, Los Angeles, 5, Emperor of Norfolk, 5; Western Union stable's Dunboyne, 6; D. D. Wither's Faverdale colt, 4.

The owners making over 100 entries are: Dwyer Bros., 215; A. Belmont, 210; D. D. Withers, 171; J. A. & A. H. Morris, 159; Rancocas stable, 151; W. L. Scott, 130; S. S. Brown, 124; Santa Anita stable, 109, and J. B. Haggin, 103.

**Racing in the Mud.**

NEW YORK, March 11.—The Guttenberg track was deep in mud to-day, the weather rainy and the attendance light. The results:

First race, selling, ⅞ mile—Mamie Hay 1, Festus 2, Esterbok 3. Time 1.41½.

Second race, selling, ⅞ mile—Goldfish 1, Claystockton 2, Maia 3. Time 1.08½.

Third race, 6½ furlongs—Pilgrim 1, Sophist 2, Hayti Gelding 3. Time 1.32½.

Fourth race, ⅞ mile—Fitzroy 1, Bradford 2, Lady Agnes 3. Time 1.22½.

Fifth race, selling, 1 mile—Wahoo 1, Lotion 2, Carrie G. 3. Time 1.55¾.

Sixth race, ⅞ mile—Iago 1, Amalgam 2, Unaldaga 3. Time 1.08.

**At New Orleans Yesterday.**

NEW ORLEANS, March 11.—The races today resulted as follows:

First race, 5½ furlongs—Jim Reed 1, Event 2, Barney Lee 3. Time 1.09.

Second race, ⅞ mile—Billy Pinkerton 1, Forester 2, Revival 3. Time 1.03¾.

Third race, ⅞ mile—Semaphore 1, Fremont 2, Sorrel Al 3. Time 50¾.

Fourth race, 1 mile—Churchill Clark 1, Recluse 2, Probus 3. Time 1.41.

**Over English Hurdles.**

LONDON, March 11.—The grand international hurdle race of about 2½ miles for 600 sovereigns at Croydon to-day was won by Mr. W. Sibary's br.h. Waterproof, 3, by Sir Hervy's Mrs. Gamp, with Lord Durham's b.g. Promoter, 4, by Tyndale Schemer, second, and Mr. J. B. Burton's b.g. Bronnie, 5, by Camballo Elf, third.

**Gossip of the Turf.**

At Memphis 207 thoroughbreds are now in training with more to come shortly. The spring meeting there is now only a month away and the horses will soon be traveling fast.

H. B. Dickinson of Ocean Point, L.I., has imported the finely bred English stallion Helicon by Cardinal York. He was a fairly good racer and will be used as a sire of hunters and high class saddlers.

The speculators on the New Jersey tracks must keep their eyes open for ringers. It is reported that horses from Sheepshead and Westchester that are on edge will be entered at Clifton and Guttenberg within the next few weeks.

The Clydesdale Horse Association will hold their annual show at the drill shed to-morrow. The judges will be Messrs. Robert Burgess, Winona, Ill., and C. C. Gardiner, Charlottetown, P.E.I., with George Moore of Waterloo as referee.

A special from San Francisco says that Lucky Baldwin has sold Volante to Nick Finzer, and as a part of the deal has agreed to allow Barnes to ride Maoir in the Suburban. The despatch adds that Finzer has backed the mare to win $500,000, which is rotten nonsense. It is not likely that he has invested $5 on her chances and it is a certainty that he could not back her to win even as much as $20,000 if he tried ever so hard.

The Green Isle stakes will be the first long-distance race at Clifton. The distance is 2¼ miles, and it will be the feature of the program on Monday, March 17, St. Patrick's Day. It is a sweepstakes of $10 each, with $1000 added, of which amount the second will receive $150, the third $100 and the fourth $50. The entrance money will also be divided between the first four. Like the Old Dominion stakes it is under selling conditions, thus enabling owners to do their own handicapping.

*TORONTO FOOTBALL LEAGUE.*

**Annual Meeting Held Last Night—The Officers.**

Mr. J. R. L. Starr occupied the chair at the general annual meeting of the Toronto Football League (Association) in the Scots quarters last night. The following clubs were represented as follows:

Varsity—J. B. Plat, W. McDonald, J. C. Breckenridge.

Osgoode Hall—M. A. Rice, H. Langford, A. J. J. Thibodo, J. R. L. Starr.

Scots—C. A. Baird, Mr. Macallum.

Torontos—A. Bell.

St. Michael's—Mr. Smith.

The treasurer's report showed a cash balance of $8. The secretary's report reviewed the season's work and congratulated the champion Varsity team. A motion was passed amending clause 4 of the constitution permitting players to change from one club in the fall to another in the spring. St. Michael's College was represented and was admitted into the league. They with Varsity will not compete in the spring games. The officers elected were as follows:

Hon. president, Dr. A. B. Macallum; president, A. J. J. Thibodo, Osgoode Hall; vice-president, W. W. Wood, Torontos; secretary, M. A. Rice, Osgoode Hall; treasurer, C. A. Baird, Scots.

**The Varsity Association Club.**

The annual meeting of the Varsity Association Football Club was held yesterday afternoon in the Y.M.C.A. building, Mr. J. R. Blake presiding. Captain J. B. Plat reported as to the season's work. The club played 11 matches, 10 of which were won and one drawn. Three of these games were played and won by the second team. Varsity won 20 goals and lost 4. The opponents and scores of the different games were as follows:

FIRST ELEVEN.

| | | | |
|---|---|---|---|
| Normal school | 3.1 | Belleville | 1.0 |
| Scots | 4.1 | Torontos | 2.0 |
| Osgoode Hall | 2.0 | Galt | 2.1 |
| Osgoode Hall | 1.0 | Galt | 1.1 |

SECOND ELEVEN.

Knox 1.0, Stanleys 2.0, Park Coll. 1.0.

The treasurer's report showed a balance on the right side after meeting all expenses. The election of officers resulted as follows:

Hon. president, Prof. Baldwin, M.A., Ph.D.; president, J. W. Edgar, B.A.; vice-president, J. C. Breckenridge, '91; secretary, W. McDonald, '92; treasurer, John Lockhart, '92; councillors, W. S. McLay, '91, E. Hanson, '91, E. R. Hooper, '92, C. S. Wood, '92, D. M. Duncan, '93, A. R. Goldie, '93; curator, H. A. Little, '93; captain, W. P. Thomson, '89.

A motion of Messrs. Plat and Thompson that the club declares to put on record its wish to co-operate with the other college clubs in the formation of a general college athletic association was carried.

**Notes of the Kickers.**

The annual meeting of the Toronto Association Club takes place next Saturday night.

The first football practice of the season was participated in by about a dozen of the Scotch strollers at Stark's grounds on Saturday.

Some of the New York colleges have formed an inter-collegiate football league, with Union, Hobart, Hamilton, Rochester University and Syracuse University as members.

Charlie Kranz of the Berlin Rangers was in the city yesterday. He says his club will hustle next season. Charlie was the dark horse of the Canadian team that visited England in '88.

**Skating at Collingwood.**

COLLINGWOOD, March 11.—The 5-mile skating race here to-night was won by Graham, Fergus; Phelan, Toronto, second; Aldrich, Collingwood, third. Black, Fergus, and Anderson and McLeod, Collingwood, also skated.

**In and Out Turns.**

Monday night Lindsay won from Millbrook by 33 to 60 shots.

Port Hope was defeated by Lindsay Monday for the district medal by 29 to 46.

At Montreal yesterday the Quebec and Caledonia Clubs curled for the Caledonia cup, the latter winning by 23 shots.

Four rinks of the Victorias and five of the Granites will visit Montreal Saturday for friendly matches, provided the weather be suitable.

**Spots of Sport.**

The Hockey tournament set down for last night in the Victoria rink was postponed on account of the lack of ice. The rink was covered with water all day yesterday.

The latest sensation in sporting circles is Joe McAuliffe's challenge from San Francisco accompanied by $500, in which he agrees to meet any man in the world under Queensbury rules to a finish, for any sum from $1000 to $10,000, Jim Corbett preferred.

The Toronto Rowing Club's officers for the season will be: Hon. president, A. R. Boswell; president, David Roberts; 1st vice, James E. Knox; 2d vice, W. T. Allan; captain, John Wilson; treasurer, H. C. Fortier; rec. secretary, James E. Grandfield; financial secretary, Charles Gormally; rowing committee, C. D. Lennox, T. K. Henderson, J. J. Guinane, H. Pearse; house committee, C. M. Taylor, W. J. Bryce, George S. Ewart, John Ryan; auditors, R. W. Elliot, J. T. R. Stinson; trustees, R. W. Gouinlock, David Roberts, H. C. Fortier.

*QUARRELLED OVER FIVE CENTS.*

**A Ste. Rose Councillor Fatally Beaten by Three Brothers.**

MONTREAL, March 11.—Cyril Desjardins, a councillor of Ste. Rose and a well-to-do farmer, last night was so brutally beaten by three brothers named Leonard that he has since died. The four men were engaged playing cards when a dispute arose over a five cent piece. The three brothers set upon Desjardins and pummeled him unmercifully. His face was pounded to a jelly and three ribs were broken. Camille Leclair, mayor of Ste. Rose, this morning made out a deposition against the Leonard brothers. Warrants were made out for their arrest, and Judge Dugas went to Ste. Rose to take the anti-mortem deposition of Desjardins.

The Leonard brothers have been arrested and lodged in the central station here.

**Missouri Pacific Earnings.**

ST. LOUIS, March 11.—The annual report of the Missouri Pacific Railroad shows gross earnings $23,493,467, increase $1,304,013; operating expenses $15,532,883, decrease $519,958; net earnings $7,960,583, increase $1,823,971¼; surplus for the year $678,482. Surplus of the St. Louis, Iron Mountain & Southern Railway $240,856.

**The Asylum Fire Case to be Appealed.**

The London Asylum fire case is to be appealed by the insurance companies, leave to appeal to the Court of Appeal having been granted yesterday.

# THE ESPLANADE PROBLEM.

*SOME VALUABLE AND PRACTICAL SUGGESTIONS FOR CITIZENS.*

**Keep Through Trains Off the Esplanade—Wall in Two Fast Tracks for Passenger Trains—Overhead Bridges—How to Improve the Water Front—The Viaduct Scheme Again Recommended.**

Mr. George A. Chapman, a well-known member of the Board of Trade, has drawn up a memorandum on the Esplanade question that is of a very practical character. The World gives space to some of the leading sentences:

Negotiations have been carried on for the past three or four years to induce the two railway companies to erect a joint elevator in the central part of the water front of the city to receive grain and produce for city consumption and do away entirely with the track deliveries of these products. This would very materially relieve the traffic, as the cars would go to the elevator and be discharged at once, instead of being shunted backwards and forwards for several days before they are unloaded.

An additional relief could be speedily obtained by the Grand Trunk running a spur line from some point at or west of Scarboro Junction to tap the C.P.R. east of the Don and obtaining from the latter railway running powers over their line between this point and Carlton for all their through traffic, and thus relieve the Esplanade entirely of this traffic. This accomplished and a definite position of the Grand Trunk Railway and the city arrived at, the present tracks in the Grand Trunk yard could be relaid so as to accommodate the city's future requirements.

Having thus suggested a means of reducing the heavy freight traffic to a minimum we find yet two important questions to deal with. First, the protection of life and limb of the rapidly increasing numbers who have to cross the Esplanade during the summer months to get to the water front. Secondly, a more rapid mode of ingress and egress through the city for passengers.

There are two ways of accomplishing the first object: either by letting the traffic under the tracks or by carrying it over the tracks. Without going into the merits or demerits of the viaduct scheme all that can be said is that if the advantages to be gained are so great the railways interested should be alive to them and let them build it. The city has plenty to do for years to come with her finances in improving the sanitary condition of the city. Would it not be well first to see if it is not possible to attain the same ends by leaving the tracks on the solid ground, and then, if found impossible, to put before the railway companies the advantage to be derived by them in their adopting the viaduct scheme. This side of the question has not been touched upon and I propose to offer a few suggestions in regard thereto.

In the first place, three overhead bridges to carry the passenger and light vehicle traffic at York, Yonge and Church-streets would be sufficient to protect all passenger traffic crossing the Esplanade.

Secondly, if two of the tracks on the Esplanade were fenced in by a low wall surmounted with a light iron-railing, and all trains passing through the Esplanade having running powers over these tracks an increased rate of speed might be permitted, especially if freight emanating in the city for outside stations or coming into the city from outside stations were restricted to certain hours after sunrise and before sunset, and to accommodate the heavy traffic crossing the Esplanade on the level, gates should be used at all the principal streets, it seems that all and more could be accomplished than could be secured by a viaduct.

Lastly, the question of expense and regulation of traffic comes in, and so far as the expense the Mayor's opinion, I think, must commend itself to everyone, and that is that the railways are the cause of danger, then why should they not be compelled to provide the safeguard? If they have to fence in their lines outside the city why should they not be compelled to do the same in passing through a city?

Another question was brought before the Board of Trade, and that was the fact that the Canadian Pacific railway were asking from the Government the power to compel the city to grant them a fixed annual lease in the place of the 21 years renewable leases they at present hold from the city for property lying between York and Yonge-streets. They now wish to put up permanent buildings on this property, which, judging from the way they do their work, we may fairly assume would be a credit and ornament to the Esplanade, but to do this they have to provide against the contingency of one of their leases expiring (possibly running through part of one of their buildings) and the city stepping in, according to the terms of the present leases, and saying, we refuse to renew this lease and you must move out. If the Board of Trade were sincere in their past endeavors to get the C.P.R. to the Esplanade then it seems strange that it should offer an objection to their erecting permanent buildings and compel them either to release their property or put up temporary sheds, which would be most undesirable. It seems a most opportune time for the city to enter into such a bargain, as property has advanced about 400 per cent. the past few years, owing to the C.P.R. seeking the water front, and therefore most advantageous terms could be secured by the city. In conclusion, a few words in regard to the water front, to which the attention of property owners and lessees on the waterfront and vessel owners is solicited. Could a scheme be formulated by which the city could take in hand the construction of the whole accretion given to the property owners by the Government on the local improvement plan, by which a roadway could be constructed along the whole front of the city, and instead of vessels discharging their cargoes along the end of the wharves, subject to the inclemency of the weather, basins could be constructed for vessels to unload in, entered by means of swing bridges; if so, two most important ends would be gained. If this is feasible, and there is no reason why it could not be accomplished, the roadway could be extended to the Queen's Wharf and thence along the lake front of Parkdale to High Park, giving the whole water front to the citizens of Toronto, and by continuing the breastwork from Queen's Wharf to the New Fort and filling it in with the dredging from the bay many acres of most valuable land can be reclaimed at a very little expense.

GEORGE A. CHAPMAN.

*ITS BEST SOLUTION.*

**The Joint Committee Endorses the Viaduct Scheme of the Sub-Committee.**

The Joint Esplanade Committee held a meeting last night, at which Ald. Boustead presided. A resolution of censure by Ald. Dodds and John Armstrong on the sub-committee who sanctioned the exclusion of the press and public from their conference with the representatives of the railways was passed unanimously.

Mr. Edward Gurney, the first speaker of the evening, came out strongly in favor of the viaduct scheme, and called on all those opposed to it to speak out at once, and not give it half-hearted support and laugh at it outside.

Mr. Kivas Tully said he could not go back on his opinions of 36 years ago. He was then in favor of overhead bridges and had not heard any argument advanced which could change his views.

Mr. J. I. Davidson moved that the report of the sub-committee be received and that these clauses contained therein be adopted:

Your sub-committee, after considering the result of the conference with the railway companies and Mr. Wellington's subsequent report, is still of the opinion that the viaduct scheme is the best solution of the Esplanade difficulty.

Your sub-committee would recommend that expert valuators be appointed to estimate the value of the land proposed to be expropriated and also to estimate the damages likely to arise by the carrying out of the viaduct scheme on the lines set forth in the joint report of Dec. 24, 1889.

"If," said Ald. McDougall, "the railroad companies are not playing a big game of bluff, as reading the reports in the newspapers would lead me to believe, there is no use in discussing the viaduct scheme, and the best thing we can do is to try and agree upon another arrangement."

The Mayor distinctly stated that he was ready to adopt the viaduct scheme and give it all the support possible. "Drop the Montreal agreement or the overhead bridge scheme if you like," he said. "but if you do, do not bring it into the discussion; let it be cast aside."

Then there was some lively talk between His Worship and Ald. Gillespie, which Chairman Boustead said was beside the question at issue altogether. The matter was further discussed until about 10½, when the Davidson resolution was put to the meeting and practically carried unanimously. Mr. Hugh Blain wanted to ring in an amendment to the effect that an estimate be also secured of the damages which would result from the adoption of the overhead bridge scheme but it was overwhelmingly defeated.

The meeting adjourned after agreeing to submit to the water lot property owners the viaduct scheme for their approval.

**The Viaduct Farce.**

*Editor World:* A committee, the principal members of which seem to have been selected from amongst our most respectable bankers, grocers, drygoods and stove men, have been at work during the past year with a view of providing Toronto with a viaduct. This attempt has been made, apparently, without a very great amount of consideration as to whether such a scheme was likely to prove a practicable one or not from the railway point of view. It seems to have been decided on the start that a viaduct was the proper thing, and eminent engineers have been procured to prove that there were no engineering difficulties in the way, and that it was simply a matter of cost of a few million of dollars, more or less. Our sapient committee have had a great number of private meetings, at which it has been currently reported an amount of wisdom respecting railway matters has been displayed which would have appalled such men as Sir Joseph Hickson and Mr. Van Horne. The committee appear to have succeeded, very much to their own satisfaction, not only in providing a most perfect and complete viaduct—on paper—but also a model on a scale one inch to a foot, or one foot to a mile, or something of that kind, which, in due time, was placed on exhibition.

Meantime, whenever a suggestion has been made that possibly a viaduct might not be practicable from a railway point of view, the stern rejoinder has been that the railway companies would have to make it practicable. If it has been further suggested that possibly the scheme might involve the confiscation of the rights and property of the railway companies, the reply has been that this would make no difference whatever, inasmuch as legislation could readily be procured from the Parliament at Ottawa entitling the committee to confiscate whatever rights of property might be necessary for the purpose in view.

The railway companies hung up a modest little drawing in the room in King-street where the toy model of the viaduct had been on exhibition, containing suggestions from a railway point of view as to how the water front might be improved, the public safety secured, and the railway companies' rights respected. This, however, was denounced as a direct insult to the committee.

Of course it was found that, sooner or later, the railway companies had to be taken into account, and accordingly Sir Joseph Hickson and Mr. Van Horne were invited to come to Toronto to attend a meeting of the committee. The impression seemed to prevail very largely that this was a mere matter of form, and that the viaduct scheme was a foregone conclusion; that it was simply a little matter of civility due to the railway companies—rather late it is true, but due to them—inasmuch as they would naturally feel more or less interested in the project which had been decided upon. The committee met, with Sir Joseph Hickson and Mr. Van Horne in attendance. The Chairman, whose authority on stoves is probably not exceeded by any man in Canada, took charge of the meeting and commenced his oration, but, strange to say, his well-known eloquence seemed unexpectedly wanting. It had evidently begun to dawn upon his mind, in the presence of these railway managers, that possibly there might be enough information respecting railway matters that he did not know about to fill a large-sized volume. He evidently feared a cyclone, and in order that the impending catastrophe might be witnessed by as few people as possible, the innocent spectators were ordered out of the room and the doors locked, the railway people charitably acquiescing in this order. What transpired during the remainder of the meeting is not accurately known, but it is commonly reported that the paper viaduct was blown into ribbons at the first breath of the cyclone, and that the toy model had fallen to pieces so hopelessly that it may never be reconstructed.

Thus the curtain falls on the first act of this "Viaduct Farce." D. W.

*Toronto*, March 4.

So rapidly does lung irritation spread and deepen that often in a few weeks a simple cough culminates in tubercular consumption. Give heed to a cough, there is always danger in delay. Get a bottle of Bickle's Anti-Consumptive Syrup and cure yourself. It is a medicine unsurpassed for all throat and lung troubles. It is compounded from several herbs, each one of which stands at the head of the list as exerting a wonderful influence in curing consumption and all lung diseases.

**In the General Sessions.**

Before Judge McDougall yesterday James Grant of Aurora pleaded guilty to the larceny of a quantity of bread.

Albert W. Brown was placed on trial to answer a charge of setting fire to Jacobs & Sparrow's Opera House on Feb. 1. On that day a pile of boards in the basement was discovered to be on fire while gas was issuing from all the gas jets. Brown was found in the basement near by. The jury brought in a verdict of not guilty.

*"HOPE ALONE SECLUDES DESPAIR."*

**Do Not Despair and Believe Your Case Incurable, but Place Your Case in the Hands of the Medical Institute,**

Located at 198 King-street west, for treatment. They give their special time and attention to catarrh, dyspepsia and chronic diseases and their success is vouched for by hundreds of testimonials, of which the following is a sample: William Young resides at 120 Bond-street in this city. Mr. Young is 25 years old and had for two or three years been a sufferer with catarrh; his head was continually stopped up, he felt dizzy and had become very weak, had headache, his appetite was gone, had dull pains in back, shoulders and head, all ambition was gone, pulse had run up to 110 and the disease had made such progress that the right lung became affected. After trying several remedies without receiving any benefit he was induced to consult the physicians of the Medical Institute, located at 198 King-street west, and after being treated by them for four months the result was that he was entirely cured and is to-day a well man and will converse with any one about his case that may wish to call on him. This institute treatment is mild and agreeable and based on scientific principles.

Office hours, 9 a.m. to 8 p.m.; Sundays, 1 p.m. to 3 p.m.

MEDICAL INSTITUTE,
198 King-street west.

ARTISTIC

GAS-FIXTURES

Largest Assortment in the Dominion at Rock Bottom Prices.

KEITH & FITZSIMONS, 36

111 King-st. West, Toronto.

*SHOT IN THE BACK.*

**Murder in a Lumber Camp—An Indian Girl in the Story.**

ASHLAND, Wis., March 11.—A rudely constructed pine box stood in the baggage car of an east-bound express, larger at one end than the other and about 6 feet long. It was plainly enough an improvised coffin. It bore the following inscription:

HENRY GUELPH,
Otterville, Canada.

On the coffin was seated a tall man, gaunt and gloomy, who told me the remains came from a lumber camp near Sault Ste. Marie, and added that he was his youngest brother, only 20 years old, who last fall left home to go to the lumber woods. He said he had been shot in the back at night by an unknown enemy. The shooting was done at an hour when everyone else in the camp was asleep, and the howling of a blizzard through the trees prevented the sound of the rifle shot from awakening the men. The boy fell forward on his face in the drifting snow, and in the morning only his boot heels were visible. The man said he had suspicions as to the murderer and that there was a Chippewa Indian girl in the story.

The man said he was taking the body to Newbury, to be buried with his father.

**Death of an Old Toronto Merchant.**

Mr. S. P. Kleiser, for many years the leading jeweler of the city, died at the family residence in Elm-street yesterday in his 56th year. The deceased was a citizen of Toronto, engaged in active business for over 30 years, and in the course of his long career as a merchant made many friends. About four years ago he went to Victoria, B.C., and afterwards to Minneapolis. During his absence he contracted a disease of the stomach which medical skill was unable to remove. The funeral will take place on Thursday afternoon from the family residence, 49 Elm-street, at 3 o'clock.

**A Challenge to Honest John.**

Ald. Hallam is credited with saying that he'd donate $500 to any city charity if the proposed commutation of the $6000 a year paid by the city to the university for $200,000 3½ per cent. debentures was shown to be in the city's interests. A responsible citizen called on The World last night and said: "If Ald. Hallam is in earnest and if he will leave the question to arbitration I will undertake to prove that the debenture scheme will be a money making one for the city." Now, John, come forward, if you mean what you say.

**Of Interest to Jobbers.**

Messrs. Hees, Anderson & Co. have just turned out from their new table oilcloth factory a line of the finest goods ever made in Canada. This line of table oilcloth has a soft leathery texture and is designed in attractive "American" patterns. Samples can now be seen at their King-street offices and will shortly be in the hands of their travelers.

**Sale of Wall Papers.**

Those desirous of renovating their houses and repapering would do well to attend the sale of wall papers at the "Mart" this afternoon at 2½, as the stock is really first-class and must be sold.

CARTER'S LITTLE LIVER PILLS.

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills invaluable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

Is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold by druggists everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

BUSINESS CHANCES.

STOCKS OF GOODS OR LARGE OR SMALL portions of them, which are available for removal to Toronto wanted for cash. Box 37, World Office.

BONANZA IN HOTEL—CENTRAL JUNCTION town; no two ways of accomplishing the first object: either by letting the traffic under the tracks or by carrying it over the tracks. Without going into the merits or demerits of the viaduct scheme all that can be said is that if the advantages to be gained are so great the railways interested should be alive to them and let them build it. The city has plenty to do for years to come with her finances in improving the sanitary condition of the city. Would it not be well first to see if it is not possible to attain the same ends by leaving the tracks on the solid ground, and then, if found impossible, to put before the railway companies the advantage to be derived by them in their adopting the viaduct scheme. This side of the question has not been touched upon and I propose to offer a few suggestions in regard thereto.

In the first place, three overhead bridges to carry the passenger and light vehicle traffic at York, Yonge and Church-streets would be sufficient to protect all passenger traffic crossing the Esplanade.

Secondly, if two of the tracks on the Esplanade were fenced in by a low wall surmounted with a light iron-railing, and all trains passing through the Esplanade having running powers over these tracks an increased rate of speed might be permitted, especially if freight emanating in the city for outside stations or coming into the city from outside stations were restricted to certain hours after sunrise and before sunset, and to accommodate the heavy traffic crossing the Esplanade on the level, gates should be used at all the principal streets, it seems that all and more could be accomplished than could be secured by a viaduct.

Lastly, the question of expense and regulation of traffic comes in, and so far as the expense the Mayor's opinion, I think, must commend itself to everyone, and that is that the railways are the cause of danger, then why should they not be compelled to provide the safeguard? If they have to fence in their lines outside the city why should they not be compelled to do the same in passing through a city?

Another question was brought before the Board of Trade, and that was the fact that the Canadian Pacific railway were asking from the Government the power to compel the city to grant them a fixed annual lease in the place of the 21 years renewable leases they at present hold from the city for property lying between York and Yonge-streets. They now wish to put up permanent buildings on this property, which, judging from the way they do their work, we may fairly assume would be a credit and ornament to the Esplanade, but to do this they have to provide against the contingency of one of their leases expiring (possibly running through part of one of their buildings) and the city stepping in, according to the terms of the present leases, and saying, we refuse to renew this lease and you must move out. If the Board of Trade were sincere in their past endeavors to get the C.P.R. to the Esplanade then it seems strange that it should offer an objection to their erecting permanent buildings and compel them either to release their property or put up temporary sheds, which would be most undesirable. It seems a most opportune time for the city to enter into such a bargain, as property has advanced about 400 per cent. the past few years, owing to the C.P.R. seeking the water front, and therefore most advantageous terms could be secured by the city. In conclusion, a few words in regard to the water front, to which the attention of property owners and lessees on the waterfront and vessel owners is solicited. Could a scheme be formulated by which the city could take in hand the construction of the whole accretion given to the property owners by the Government on the local improvement plan, by which a roadway could be constructed along the whole front of the city, and instead of vessels discharging their cargoes along the end of the wharves, subject to the inclemency of the weather, basins could be constructed for vessels to unload in, entered by means of swing bridges; if so, two most important ends would be gained. If this is feasible, and there is no reason why it could not be accomplished, the roadway could be extended to the Queen's Wharf and thence along the lake front of Parkdale to High Park, giving the whole water front to the citizens of Toronto, and by continuing the breastwork from Queen's Wharf to the New Fort and filling it in with the dredging from the bay many acres of most valuable land can be reclaimed at a very little expense.

GEORGE A. CHAPMAN.

*ITS BEST SOLUTION.*

**The Joint Committee Endorses the Viaduct Scheme of the Sub-Committee.**

The Joint Esplanade Committee held a meeting last night, at which Ald. Boustead presided. A resolution of censure by Ald. Dodds and John Armstrong on the sub-committee who sanctioned the exclusion of the press and public from their conference with the representatives of the railways was passed unanimously.

Mr. Edward Gurney, the first speaker of the evening, came out strongly in favor of the viaduct scheme, and called on all those opposed to it to speak out at once, and not give it half-hearted support and laugh at it outside.

Mr. Kivas Tully said he could not go back on his opinions of 36 years ago. He was then in favor of overhead bridges and had not heard any argument advanced which could change his views.

Mr. J. I. Davidson moved that the report of the sub-committee be received and that these clauses contained therein be adopted:

Your sub-committee, after considering the result of the conference with the railway companies and Mr. Wellington's subsequent report, is still of the opinion that the viaduct scheme is the best solution of the Esplanade difficulty.

Your sub-committee would recommend that expert valuators be appointed to estimate the value of the land proposed to be expropriated and also to estimate the damages likely to arise by the carrying out of the viaduct scheme on the lines set forth in the joint report of Dec. 24, 1889.

"If," said Ald. McDougall, "the railroad companies are not playing a big game of bluff, as reading the reports in the newspapers would lead me to believe, there is no use in discussing the viaduct scheme, and the best thing we can do is to try and agree upon another arrangement."

The Mayor distinctly stated that he was

B. B. B.

Burdock Blood Bitters

Is a purely vegetable compound, possessing perfect regulating powers over all the organs of the system, and controlling their secretions. It so purifies the blood that it

CURES

All blood humors and diseases, from a common pimple to the worst scrofulous sore, and this combined with its unrivalled regulating, cleansing and purifying influence on the secretions of the liver, kidneys, bowels and skin, render it unequalled as a cure for all diseases of the

SKIN

From one to two bottles will cure boils, pimples, blotches, nettle rash, scurf, tetter, and all the simple forms of skin disease. From two to four bottles will cure salt rheum or eczema, shingles, erysipelas, ulcers, abscesses, running sores, and all skin eruptions. It is noticeable that sufferers from skin

DISEASES

Are nearly always aggravated by intolerable itching, but this quickly subsides on the removal of the disease by B.B.B. Passing on to graver yet prevalent diseases, such as scrofulous swellings, humors and

SCROFULA

We have undoubted proof that from three to six bottles used internally and by outward application (diluted if the skin is broken) to the affected parts, will effect a cure. The great mission of B. B. B. is to regulate the liver, kidneys, bowels and blood, to correct acidity and wrong action of the stomach, and to open the sluice ways of the system to carry off all clogged and impure secretions, allowing nature thus to aid recovery and remove without fail

BAD BLOOD

Liver complaint, biliousness, dyspepsia, sick headache, dropsy, rheumatism, and every species of disease arising from disordered liver, kidneys, stomach, bowels and blood. We guarantee every bottle of B. B. B. Should any person be dissatisfied after using the *first* bottle, we will refund the money on application personally or by letter. We will also be glad to send testimonials and information proving the effects of B. B. B. in the above named diseases, on application to T. MILBURN & CO., Toronto, Ont.

BUSINESS CARDS.

Advertisements under this head 1 cent a word.

WHITEWASHING AND KALSOMINING Orders promptly attended to. C. H. Page No. 25 Terauley-street.

UNWIN, FOSTER & PROUDFOOT, PROvincial land surveyors, civil engineers, draughtsmen and val