The Toronto World.

NO 83 YONGE-STREET, TORONTO

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Preaching and Practice.

But Christes love and his apostles twelve,
He taughte; but firste he folowed it himselve.
—Chaucer.

In the course of his sermon on Sunday observance Dr. Langtry said:

The Fourth Commandment is no more repealed or abrogated than any other. They are all binding and binding in the letter upon all God's children.

What is the Fourth Commandment? It is found in Exodus and Deuteronomy as follows:

But the seventh day is the Sabbath of the Lord thy God: in it thou shalt not do any work, thou, nor thy son, nor thy daughter, thy manservant, nor thy maidservant, nor thy cattle, nor thy stranger that is within thy gates:

For in six days the Lord made heaven and earth, the sea, and all that in them is, and rested the seventh day: wherefore the Lord blessed the Sabbath day and hallowed it.—Exodus xx.

But the seventh day is the Sabbath of the Lord thy God; in it thou shalt not do any work, thou, nor thy son, nor thy daughter, nor thy manservant, nor thy maidservant, nor thine ox, nor thine ass, nor any of thy cattle, nor thy stranger that is within thy gates; that thy manservant and thy maidservant may rest as well as thou.—Deuteronomy v.

If any man ought to live up to his own teachings that man is Dr. John Langtry, the author of the above comment as to the sanctity of the Sabbath day. Dr. Langtry is commanded to see to it that his manservant and his maidservant shall rest on Sunday. For such is the law. Read it as above. And Dr. Langtry is the expounder of the law. Than him there is probably none more versed in ecclesiastical and patristic law in the city. He is the same who lately produced undisputed authority to show why he could never accept Presbyterianism as being not the true faith, but an illegitimate offshoot. What a fine High Priest Dr. Langtry would have made under the old Jewish dispensation had he lived during that epoch!

Does Mr. Langtry live up to his professions? Does he live by the law himself according as he interprets the law for others?

Let us see. The Doctor employs a maidservant who on last Sunday did not obtain that rest which she should have enjoyed under the above God-given commandment. Not only is this true of last Sunday, but of nearly all the Sundays during which she has been the rev. Doctor's maidservant. Since March 1 last she has only been able to get to church five times, or about once a month.

Why has this maidservant of Dr. Langtry been thus worked to death on the Sabbath day?

Why?

That this priest and his family may have their lamb served hot on Sunday as well as on Saturday.

Because this priest and his family prefer their tapioca pudding hot on Sunday as well as on Monday.

Because this expounder of the law has high tea with all its fuss and feathers served at his house on Sunday instead of a simple evening repast.

Now, let us look into the law as it is carried out by the doctor. Is he really obeying the law of God in having his maidservant prepare him a hot dinner? Or is he obeying the carnal that is in him?

We incline to believe he is obeying the latter. If he holds the commandment as binding (and he does so hold it, even to the letter) then he should have regulated his domestic affairs so that his maidservant could have enjoyed Sunday as a day of rest.

Was this possible? Could he so have arranged his cuisine so as to allow his maidservant to get to church more than once a month?

We, who are not such sticklers for the letter and spirit of the law, can yet point out to Dr. Langtry how he could have had a very enjoyable dinner, one that would have sustained him in full bodily and mental vigor without starting his fire at all. Cold lamb is considered by epicures to be even more toothsome than the hot joint. And for hot tapioca pudding there are 100 cold substitutes. There are 40,000 workmen in Toronto whose countenance would have beamed with satisfaction had this last Sunday dinner of Dr. Langtry's been placed before them as cold as Greenland.

In Nature They Are the Same.

There is a remarkable correspondence between Romish worship and Hindoo worship. Romanism is but a new label on the old bottles of paganism containing the deadly poison of idolatry. Often the Hindoos ask us, when seeing the Romanish worship, "What is the difference between Christianity and Hindooism?" In India we have not only to contend with the hydra-headed monster of idolatry, but also the octopus of Romanism.

These are the words of Rev. S. V. Karmarker, a Hindoo preacher, spoken last week at the meeting of the Christian Endeavor Association in Montreal. Such language emanates from a fanatic, and is worthy of censure. It is on a par with those ministers in Toronto who employ forcible means to coerce others to act, not according to their own intelligence, but according to the intelligence of these ministers. Let the anti-Sunday car people act according to their intelligence. They have as little right to vilify those who argue in favor of Sunday cars as this Hindoo priest has to insult the Roman Catholics. If these people would once get it into their head that they are responsible to the Creator for themselves alone and, not for other people, we might enjoy a little more harmony in this world of ours.

A Poor Quibble.

Rev. Mr. Milligan professes to be incensed because the City Council allowed the Railway Company to bear the expense of taking the vote on the Sunday car question. He looks upon the proceeding as an insult to citizens, and a degradation to Toronto. If it be a degradation, as Mr. Milligan asserts, just let us see who is responsible for the degradation. When it was first proposed that the vote should be taken those opposed to the innovation cried out that it was unjust that the people of Toronto should be put to the expense of voting on the same question that had been decided twenty months ago. When the matter reached the Council Chamber Mayor Fleming raised all kinds of objections to having the question submitted to a vote, among them being that it would be illegal to draw on the city funds for this purpose, and again that there were no funds from which to draw. Rev. Mr. Milligan's friends in and out of the council refused to allow the city to bear its share of the cost of taking this vote. Those who favored the vote were only too willing to have the city pay its share of the expense, but Mr. Milligan's friends raised a great howl at this, and the only way the thing could be brought to a vote was by eliminating the question of expense, according to the proposal of the Street Railway Company. Rev. Mr. Milligan and his friends are the ones responsible for whatever degradation there may be in the matter. This kind of quibbling seems very small potatoes, and quite aside from the question at issue. Besides, the people of this large city had nothing to do with the means adopted by the council to have the question voted on. The broad fact presents itself that the people of Toronto are anxious to vote on the Sunday car question. Should they be prevented because their representatives at the council adopt methods that are degrading and insulting? Let Mr. Milligan stick to the text and not spend his time arguing quibbles. Is he for or against Sunday cars, straight?

The Shortest Atlantic Route.

In the last issue of The Railroad Gazette there appears a communication by Mr. A. W. Palmer, C.E., New York, under the caption of "A Quebec-Labrador Railroad and a New Trans-Atlantic Route." In the summer of 1890 a party of civil engineers made a preliminary survey through Labrador. The expense of the survey was met by a private syndicate consisting of Sir Henry Isaacs, then Lord Mayor of London; Sir John Fowler, Mr. H. L. Horton of New York and several of the leading railroad directors of England. Sir Douglas Fox and Mr. Francis Fox were retained as consulting engineers, and a company is now being formed to carry out the project.

The first care of the expedition was to select a suitable and protected harbor, and after a careful study of the situation Port Marnham, which is situated not more than 40 miles north of the Straits of Belle Isle, was chosen as being not only the most easterly harbor upon the American continent, but forming at the same time an unequaled terminus for ocean commerce on the one hand and railroad traffic on the other. A strong point in favor of this Port Marnham route is that it is very direct from Chicago to Liverpool or Milford Haven. A great circle through Chicago and Fastnet Point cuts close to Quebec and Port Marnham, making this the shortest possible route from the greatest grain market of America to the markets of the Old World.

The distance from Port Marnham to Milford Haven is 1736 miles, or a saving of 1400 miles over the present New York and European routes. To connect Marnham with the existing railway system would necessitate the building of 850 miles of railway through Labrador to Chicoutimi. The engineers found that the country, which has hitherto had a bad reputation as being inaccessible for economical railroad building, was not only practically level for almost the entire distance, but was also admirably adapted for railroad construction—so cheap, in fact, that the entire railroad would cost little more than the existing lines over the rolling prairies of the Northwest. The snowfall along the route and in Labrador is only one-half of the yearly volume falling in the neighborhood of Quebec; besides it is of extraordinary dryness.

It would take one of the Atlantic greyhounds less than three and a half days to cross the ocean by the Labrador route.

Gas at the Island.

Manager Pearson of the Consumers' Gas Company was asked yesterday what likelihood there was of their being a gas service for Island residents in the near future. Said he, "The matter has been talked of many times and the principal suggestion made by outsiders is that we construct a main across the bay. This, however, would be almost impracticable, as gas is much more difficult to convey through water than is water itself, and Toronto knows what its experience with a water conduit has been. At Brock-street the sands shift, so that even there a pipe would be unsafe. The least sag would fill the pipe with water. However, by the building of a small gas works the service could be given, and I shall issue a circular to residents on the matter and place it before the next meeting of directors. The matter will altogether depend on how Islanders respond.

ADHERES TO THE OLD CONTRACT.

The Committee on Works Will Have Nothing of the Proposed Amendment of the Street Railway Agreement.

The meeting of the Board of Works yesterday will be memorable. The committee wasted nearly four hours in discussing a trivial matter, and settled the great question of the day in about 30 minutes.

The committee decided almost unanimously to have nothing to do with the proposed amendment to the street railway agreement. Although Ald. Davies' motion carried without a dissenting voice when the vote was taken, there was a rattling, sharp and pithy debate on the subject.

The question of the rate of speed at which the street cars run was introduced by Ald. Lamb. He referred to the number of persons who had been killed. A subcommittee was appointed to look into the question of speed.

There was considerable discussion over the tenders for check valves for the Waterworks Department. These tenders were opened a few days ago by Chairman Lamb and Engineer Keating. The advertisement calling for tenders stated that 11 o'clock was the hour for opening offers. At 11.18 on the day Mr. John Perkins mailed his tender. It was not received until 2 p.m., too late to be considered. Ald. Lamb, remembering the trouble his committee had got into through the Guelich tender, decided not to touch it. Mr. Perkins then sent to the committee the sworn affidavits of his own and his clerk's to prove that he thought the hour for opening the tenders was 12 o'clock. After a lot of talk the committee decided to open Mr. Perkins' tender. It was exactly $23.10 lower than the others.

THE OLD AGREEMENT STANDS.

No Change Will be Made in the Railway Deal of 1891.

Ald. Lamb introduced the street railway question by reading a letter from Treasurer Coady stating that he could not have the necessary facts and figures ready to submit to the committee for a few days. It will be remembered that this vital question was referred back to the Board of Works by the council for the purpose of further consideration, and to give the committee an opportunity to procure more figures from Mr. Coady. As these figures were not ready Chairman Lamb wanted the matter to lay over for a few few days, stating that it could be brought up later in the week.

Ald. Bell started the fight by saying he could plainly see that there was something wrong somewhere. It looked as if there was going to be more delay. There had been figures enough already. He moved that the pavements now under contract be gone on with at once.

Ald. Lamb said to carry out Ald. Bell's resolution was not in accordance with the wishes of the council. The council had referred the question back for further consideration, and for the committee to procure more figures from Mr. Coady.

Ald. Davies moved that the proposition of the Toronto Railway Company be not entertained and that the work now under contract commenced forthwith without any reference or prejudice as to what constitutes a permanent pavement.

Chairman Lamb ruled Ald. Davies' motion out of order, but afterwards changed his mind.

Ald. McMurrich said the draft agreement could not be knocked out too quickly.

Ald. George Verral: That's so, delays are dangerous.

Ald. Hill maintained that Ald. Davies' motion was in order and appealed against the chairman's ruling, but did not insist on a vote.

Ald. Burns could see no reason for further delay. The public is in favor of the old agreement. There was no use in waiting for figures from the treasurer. The matter should be settled at once. He deplored the manner in which the committee's time had been wasted all afternoon by trivial matters. He was positive the people of Toronto would not stand the old agreement being altered, and it would be only useless waste of time to delay further.

Ald. Lamb said the agreement should be gone over clause by clause. An important committee like the Board of Works should not rush business through without due consideration.

Ald. Bell reminded the chairman that Ald. Lamb had been very anxious to rush the matter through council.

Ald. George Verral came down ready to vote on the question at once, and pressed for an immediate vote.

Ald. Maloney moved in amendment that the proposed street railway agreement re pavement of streets be not adopted, but that the Engineer be instructed to proceed with his recommendation in report No. 1 to the committee of this year, in so far as relates to concrete foundations, but the engineer may use his own discretion as to the surface of such pavements, and the matter of paving further extensions be left to the courts to decide. The present suit to be withdrawn.

Ald. Hill then tackled the Mayor, Ald. Lamb and the draft agreement. He blamed His Worship and the chairman for the delay. He said the Street Railway Company wanted the council to crawl, and he regretted that some of the aldermen were only to willing to do so. He could, if he wished, he said, tell how some of the aldermen had been influenced, but he preferred not to do so.

Ald. George Verral: Let us vote now.

The Mayor knew that Ald. G. Verral and Hill were on the popular side. They could afford to talk loud when they were getting the applause, but he would not hesitate to express his opinion if the majority was against him. He advocated delay until Mr. Coady brought in his figures.

Ald. Hewitt commenced by stating he did not care whether he came back to council next year or not he was going to do his duty. He hurled back the base insinuations of Ald. Hill, and then turned on the local press.

Ald. Burns pleaded that there be no more delay. If there was to be a postponement he suggested that some of the members of the Board of Trade and other organizations be called in to assist the council.

Ald. J. E. Verral moved in amendment that the agreement be considered on Friday next. This was lost on this vote:

Yeas—The Mayor, Ald. Lamb, Small, Hewitt, J. E. Verral and Maloney—6.

Nays—Ald. McMurrich, Murray, Hill, Burns, Davies, George Verral and Bell—8.

Ald. Davies' motion was then put and carried, all the members voting for it with the exception of the Mayor, Ald. Lamb and Maloney.

About Land Damages.

Ald. J. E. Verral characterized the claims for damages of the property-owners in the vicinity of the Dundas-street bridges as sheer robbery. He maintained that the properties were benefited instead of injured. Surveyor Sankey and Assessment Commissioner Maughan recommend that Messrs. Lennox be paid $2200 on account of the bridges.

Huron-street Pavement.

Robert Grant was the lowest tenderer for a cedar block pavement in Huron-street, from Phœbe-street to Grange-avenue, at $1577.

Water Meters Again.

The question of water meters was discussed for some time. A number of conflicting stories were, told and it was finally decided to appoint Ald. George Verral, Murray and Hewitt a sub-committee to investigate and report.

Around the Hall.

Chairman Lamb of the Board of Works, Ald. Small and the City Engineer will go to Ottawa on July 18 to attend a meeting of the Privy Council re Lansdowne-avenue crossing.

The Medical Health Officer will look after the stagnant lagoon at Kew Beach.

The Board of Works decided to ask for a detailed statement of the expenditure on the Dundas-street bridges. The members also want to know how it is that the bridges cost $15,000 more than the sum estimated by someone in the engineer's office. The Mayor said the man that made the estimate should be discharged from the city's service.

The question of compelling the Toronto Railway Company to remove the wooden trolley poles in Queen-street east and Bloor west was left in abeyance.

Tenders for the new Union Station will be opened on the 15th inst.

Last week there was received at the Western Cattle Market 1792 cattle, 1356 sheep and 1275 hogs. Weigh fees, $4791.

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

Deserted Infants.

The police are searching for the person who left a five-months' child on the steps of a vacant house in Woodlawn-avenue.

Another case was reported to the police yesterday. On the doorstep of J. B. Allen's house, 89 Isabella-street, an infant a few days old was found wrapped in a shawl.

Mrs. H. Hall, Navarino, N.Y., writes: "For years I have been troubled with Liver Complaint. The doctors said my liver was hardened and enlarged. I was troubled with dizziness, pain in my shoulder, constipation and gradually losing flesh all the time. I was under the care of three physicians, but did not get any relief. A friend sent me a bottle of Northrop & Lyman's Vegetable Discovery, and the benefit I have received from it is far beyond my expectation. I feel better now than I have done for years."

"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

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.

Much distress and sickness in children is caused by worms. Mother Graves' Worm Exterminator gives relief by removing the cause. Give it a trial and be convinced.

THE SUNDAY CAR QUESTION.

[*Continued from first page.*]

The result was that women who went out in the fresh air were jaded and unfitted for a week of toil.

Mrs. (Dr.) McLellan said that by investigation she found that all the best men in the company's service would leave if a Sunday car service was inaugurated.

Mrs. Rothwell, late of Kingston, the editor of The Canada Citizen, will take charge of the literature of the ladies' campaign.

It was decided to start a widespread canvass covering every part of the city, and most of the ladies present volunteered their services.

A LADY ON SUNDAY CARS.

What a Friend of the Workingman Has to Say on the Subject.

The World yesterday had the pleasure of a chat with Miss Spence, the visitor from Australia, who received such an ovation at the Trades and Labor Council Friday night. Miss Spence is an uncompromising advocate of Sunday cars and thinks that Toronto is away behind the age in not securing this necessary adjunct of civilization in the large cities. In Sydney and Adelaide they have an all-day car service on Sunday and in Melbourne, where she resides, a half-day service and affairs are so regulated that the employes can have every other Sunday off. Besides the afternoon service at Melbourne there are two suburban trains run every morning to convey people to church from the suburbs. There is no opposition to the cars in Australia, and while the parks are thronged in the afternoon, the attendance at the churches is in no way diminished.'

A Cabman Talks.

One of the city cabmen volunteered his views on the Sunday street car question yesterday. He was, he said, thoroughly in favor of Sunday service. He scarcely had a holiday from one year's end to another, and he often felt that he would like to have one day that he could call his own. He worked longer hours and harder on Sunday than on any other day. He often drove ministers about and frequently on Sunday, and he was free to say that he was not in love with the job.

A Londoner Talks.

Mr. James Stark of London, Eng., who is at present staying at the Walker House, thinks that for a city of Toronto's size it is preposterous to think of doing without Sunday cars. "Why in every city in Europe of any importance," says Mr. Norris, "they have Sunday cars and the morals of the people do not seem to suffer thereby. In London we have steam cars, horse cars, omnibus and in fact every known mode of conveyance running on Sunday. On Sunday I was talking to a clergyman from Milton who wanted to visit a church up in Bloor-street and who did not want to go to the expense of hiring a vehicle, and he had to walk every step of the way, nearly four miles on an up-grade. When he came back he was tired and disgusted with Toronto.

He Will Vote as His Wife Tells Him.

The World met a spectacled man yesterday, who, being an ardent Henry Georgeite, and having the most advanced ideas on things in general and in the liberty of the individual in particular, was considered a likely subject to interview on Sunday cars. He replied: "Oh, that doesn't bother me. I have my bicycle and my canoe, and on one or the other I spend my Sundays either afloat or astride. I go where I like and never care about Sunday cars. But I did promise my wife at her solicitation that I'd vote against them. True, as you say, it puts me in a ridiculous position, and all my anxiety in behalf of the freedom of the people and their emancipation from custom and prejudice shows rather in the light of a sham."

Dundas and Hamilton Have Them.

Mr. A. F. Pirie of The Dundas Banner was in town yesterday. He said: "We have a steam tramway between Dundas and Hamilton which runs every Sunday and is patronized by the church-going public. The Unitarians have no church in our town and they go to Hamilton regularly. In the afternoon our people go to Ainsley Wood, which is on the line, for recreation. I have noticed no immoral results from this tramway service on Sunday; no drunkenness, no insults to women or any desecration of the Sabbath. We regard it as a convenience and as a necessity, and anyone proposing to discontinue it would be regarded as a crank.

Discussed by the Street Preachers.

One of the street preachers who held forth on the corner of Spadina-avenue and Queen-street last Sunday defined his position with regard to the Sunday cars. He said he believed in creeds, but he did not believe in forcing his creed upon anyone else. Then speaking directly to his audience he said: "If you think the Sunday street cars a necessity and your conscience sees no wrong in their use then you are justified in voting for them. The question is a social as well as a moral one and the morality part must be decided by each man individually and he should vote according to his belief, that is his creed." He objected to any minister, even in a social question of this kind, setting up a creed for him.

They Met in Secret.

The meeting of ladies of Ward No. 3 who are opposed to Sunday cars in the Y.M.C.A. building yesterday afternoon was of a decidedly "Star Chamber" aspect. When The World's Young Man presented himself inside the door a lady commissioned by the chairman came down and told the reporter that the press were excluded.

"Is it a secret meeting?" The World queried.

"Oh, no," said the lady, "it's a private one."

It was learned afterwards that it was decided to divide the different streets into districts and have a lady allotted to each, who would have charge of the distribution of literature on that particular street.

Would Improve the People Physically and Morally.

Mr. J. N. Perez of Buenos Ayres was seen at the Union Station yesterday by a World reporter. He said he had traveled around the world several times and seen much of society in all its forms and stages of advancement. He thought Toronto and Montreal two very pushing cities. He was surprised that such an intelligent city as Toronto should not have Sunday street cars. He further said: "Of course you can do without them just as people did without electric light before it was discovered and without gas before they knew how to make use of it. It is not a question of what you can do without; for you can do without many things which it would be better for you to have." He believed the street car on Sunday tended to make the morality of the cities better, for a breath of free country air once a week tended to make people physically better, to say the least of it, and our physical organization has much to do with our moral vision. He thought it a most absurd argument that the young men would be better in the heart of the city, where the back door of every saloon was open to them, than going to the outlying parks, or even to the country. It was certainly the argument of those who wished to be blind to the true situation.

Did Not Preach Against Sunday Cars.

Rev. Willard S. Perrin, pastor of St. John's Methodist Episcopal Church, South Boston, was reported in The Mail to have preached strongly against Sunday cars in Elm-street Church Sunday night. Mr. Perrin was interviewed last evening and stated that he had not uttered one word about Sunday cars in his sermon.

Sunday Carriages at Churches.

On Sunday morning last there were 22 carriages at St. Andrew's Church, King-street; 12 at St. James' Cathedral, 8 at Knox Church and 6 at the Metropolitan Church. With a Sunday service these 48 drivers could have had their Sunday rest or a chance to attend church themselves.

It Was Another Munn.

Editor World: From the fact of a name precisely like my own having been inserted in your paper to-day, favorable to Sunday car traffic, I feel called upon to establish my identity, not only for my own sake (although many mistakes, amusing and annoying, have already occurred from similarity of name), but for the sake of such as are dear to me in spiritual relationship and for the honor of my Lord, I now take a stand. Know, therefore, that I did not, could not, would not subscribe name or money to aid in a prostitution of that divine gift to man as you and many others propose concerning our "Lord's Day," or "Day of Rest," such being (aside from the authenticity of its observance) contrary to the ultimate interests of the community, moral or physical, aye! and financially, excepting of course the T.S.R. and the various concomitants of refreshment houses, tobacconists, billiard rooms (for "what would an excursion be without its accessories; these must be thrown in"). How short-lived the gains of greed! "For they that will be rich fall into temptation and a snare and into many foolish and hurtful lusts, which drown men in destruction and perdition. For the love of money is the root of an evil, which, while some coveted after, they have erred from the faith and pierced themselves through with many sorrows"—1 Tim. vi. 9.10. Suffer a word of caution relative to your quoting scripture to your readers. The warning is in Rom. i., 18. By making this distinction between men that differ, except as to name, you will oblige JOHN NUNN,
22 Marlborough-avenue.
Monday, July 10, 1893.

A Disclaimer.

Editor World: My attention having been directed to a letter in your issue of this date, over my initials "E. S." on the subject of Sunday street cars, and being repeatedly questioned to-day as to its authorship, I would with your permission avail myself of this medium to disclaim being the writer or having in any way inspired it. Further comment is unnecessary.
July 10, 1893. E. SAMUEL.

How Does the Fourth Commandment Come in Here?

Editor World: Was not Waterloo fought on a Sunday; was not Inkerman fought on a Sunday; were not many of England's great battles fought on a Sunday? If Toronto was besieged on a Sunday would you wait till Monday. ANOTHER VETERAN.
16 Clarence-square.

Notes.

A correspondent, who gives his address as 226 Church-street, writes a letter opposing Sunday cars, but as there is no such address in the directory his communication is not published.

Don't Hesitate.

You know the old saying, "he who hesitates is lost." It certainly applies with great force, in some things.

When you know you are right, don't hesitate to say it; when you know what you want, don't hesitate to DEMAND IT.

When you go to buy a bottle of CARTER'S LITTLE LIVER PILLS, don't hesitate to say you want "C-A-R-T-E-R-'-S"—don't hesitate to see that you get "C-A-R-T-E-R-'-S, and don't hesitate to refuse anything offered to you as "same as" "C-A-R-T-E-R-'-S." or "just as good" as "C-A-R-T-E-R-'-S." There is nothing so good as "C-A-R-T-E-R-'-S." THEY NEVER FAIL.

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PETERBORO', ONT.
LIVER CURE

Good Eyesight
may often be obtained by the use of correctly adjusted spectacles. No science has advanced more rapidly during the last few years than *Optics*.
OUR EXPERT OPTICIAN is well to the front and does it all on scientific lines.
No charge whatever for consultation, you only pay for the glasses.
Ryrie Bros.,
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MOORE PARK
A site for a residence.
After a man has seen the best that are offered in South Parkdale or Rosedale he's in a position to judge the advantages of buying to build in Moore Park.
It's the good judge of an exceptionally good investment in a matchless site for a private home who will be interested in the information he can get at the office of the Moore Park property.
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Bennett & Wright,
ENGINEERS AND CONTRACTORS,
For Hot Water and Steam Heating
ELECTRIC LIGHT WIRING
Motors Repaired and Armatures Re-wound.
Canada Agents for Eddy Motors and Dynamos. 246
72 QUEEN-ST. EAST.

SUMMER RESORTS.
TINKIS HOUSE, KILLARNEY—GOOD FISHING, boats and tackle for guests. Terms reasonable. C. R. Tinkis, proprietor. A daily line of boats call both to and from Collingwood.

HOTEL LOUISE LORNE PARK.
OPEN for GUESTS from JUNE 1st.
Table appointments equal to $3 per day hotels. Rates moderate. Apply
E. PATTERSON, Lorne Park, Ont.
Or PETER McINTYRE, Rossin Block. 246

THE PELEE ISLAND WINE & VINEYARDS CO., LIMITED
Brantford and Pelee Island, Ont., Canada.
J. S. HAMILTON, President.
Head Office and Warehouses, Brantford
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J. S. HAMILTON & CO.
BRANTFORD, 246
SOLE AGENTS FOR CANADA.

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GIRARDOT'S CLARETS
THE BEST NATIVE CLARET IN THE MARKET,
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SANDWICH, ONT. 246

DR. PHILLIPS
Late of New York City
Treats all chronic and special diseases of both sexes, nervous debility, and all diseases of the urinary organs cured in a few days. DR. PHILLIPS,
246 78 Bay-st., Toronto.

New Crop of Roses Just In
FRESH FLOWERS OF ALL KINDS
Funeral Emblems a Specialty. Orders promptly filled. Telephone 1461. Greenhouse 1454.
JAMES PAPE
Yonge. 246 N.B. Flowers Embalmed.

TENDERS.

Grand Trunk Railway

TO BUILDERS AND CONTRACTORS

Sealed tenders addressed to Edmund Wragge, Union Station, Toronto, will be received up to noon on Saturday, the 15th of July, for the undermentioned works in the erection of the "Front-street Block" and "Bridge Block" of the New Union Station, Toronto.

1. Excavation, drainage, foundations, concrete, masonry, brickwork, cut stone, etc.
2. Carpenter and joiner work.

Plans, specifications and form of contract can be seen and forms of tender obtained at the office of Messrs. Strickland & Symons, architects, 16 Toronto-street, Toronto.

The Company does not bind itself to accept the lowest or any tender.

L. J. SEARGEANT, General Manager.
Montreal, 29th June, 1893.

NOTICE

Take notice that the Municipal Council of the Corporation of the City of Toronto intends to carry out the following local improvements, viz: Cedar block pavement, with wood kerbs, on Mansfield-avenue, from the west side of Manning-avenue to the east side of Clinton-street and to assess the final cost thereof upon the property abutting thereon and to be benefited thereby.

And that a statement showing the lands liable to pay the said assessment, and the names of the owners thereof, as far as they can be ascertained from the last revised Assessment Roll, is now filed in the office of the City Clerk, and is open for inspection during office hours.

The estimated cost of the said proposed work is $850, and the amount thereof to be provided out of the general funds of the Municipality is $290.

Persons desiring to petition the said Council against undertaking the said proposed work must do so on or before the 7th day of August next.

A Court of Revision will be held at the City Hall, Toronto, on Monday, the 17th day of July, A.D. 1893, at 2.30 o'clock p.m., for the purpose of hearing complaints against the proposed assessments, or accuracy of the frontage measurements, or any other complaints which persons interested may desire to make, and which are by law cognizable by the Court.

JOHN BLEVINS, City Clerk.
City Clerk's Office, Toronto, July 4, 1893. 22

ESTATE NOTICES.

NOTICE TO CREDITORS—IN THE matter of Walter Davidson, carrying on business in the City of Toronto as Builder, under the name of Davidson & Kelly.

Notice is hereby given that the above-named Walter Davidson has made an assignment to James H. Strugnell of the city of Toronto, bookkeeper, for the benefit of his creditors. A meeting of the creditors will be held at the office of Messrs. James Parkes & Co., 63 Yonge-street, Toronto, on Thursday, the 22nd day of June, 1893, at 3.30 p.m., for the purpose of advising the assignee as to the disposal of the estate and appointing a committee of inspectors to direct the winding up.

And further take notice that all creditors and others having claims against the estate of the above-named Walter Davidson are required to deliver or send by post to the undersigned, the solicitors for the assignee, a statement in writing, duly verified, containing their names, addresses and descriptions, and full particulars of their claims, with vouchers, and stating what, if any, security is held and the probable value thereof, on or before the 15th day of August, after which date the said assignee will proceed to distribute the assets of the estate amongst the parties entitled thereto, having regard only to claims of which he shall then have notice, and he will not be liable for any claims of which he shall not have had notice as above required at the time of such distribution.

Dated at Toronto this 16th day of June, 1893.
MESSRS. JAMES PARKES & CO.,
63 Yonge-street, Toronto,
2222 Solicitors for the Assignee

GRAND TRUNK RAILWAY.

NEW UNION STATION SITE

Notice is hereby given that a duplicate plan, book of reference and statement, and certificate of the Minister of Railways and Canals in reference to certain lands situate on the south side of Front-street and between York and Simcoe-streets, in the city of Toronto, more particularly described as:

All and singular that certain parcel or tract of land and premises situate, lying and being in the city of Toronto, and which may be more particularly known and described as follows, that is to say:

Commencing at a point on the south limit of Front-street, such south limit being a line drawn parallel with the north side of said street and distant 80 feet southerly therefrom and measured at right angles thereto, said point of commencement being distant 316 feet 11 inches, measured westerly along said south limit of Front-street from the west limit of York-street; thence southerly parallel with the west limit of York-street 136 feet to the north limit of lands heretofore conveyed by the city of Toronto to the Grand Trunk Railway Company by deed dated 29th February, 1868; thence westerly along said north limit 145 feet 1 inch; thence northerly parallel with the west limit of York-street 136 feet to the south limit of Front-street aforesaid: thence easterly along said limit 145 feet 1 inch to the place of beginning and required by the Grand Trunk Railway for more ample space for the Union Station in the said city, have been deposited in the office of the registrar of deeds for the Eastern Division of the City of Toronto.

G. G. S. LINDSEY.
Solicitor for Grand Trunk.
Dated Toronto, July 10th, 1893.

PURE SODA WATER
Is my objective point. Fresh new corks used every time. Rubber stoppered bottles taint the goods and are avoided by all people of taste. My goods cost no more than the commonest trash.
RASPBERRY PHOSPHATE
and Orange Phosphate are two new choice fruit flavors. Try them, they will please you.
J. J. M'LAUGHLIN,
MANUFACTURING CHEMIST,
153 and 155 Sherbourne-Street
Telephone 2025. 246

MILWAUKEE LAGER
BREWED BY THE
Davies Brewing Co.
TORONTO.
Equals in Quality their Celebrated 246
CRYSTAL ALES

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

Refrigerators & Cooling Rooms
Lots of summer left yet. It will pay you to get the best. They are always the cheapest. Get the Arctic. Everybody says they are the best made. Get one and see for yourself.
WITHROW & HILLOCK,
130 Queen-street east, Toronto.

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 declaration will give an idea of the extensive business we do in clarets:
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 1893 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.

SUMMER HATS
YEDDOS, MANILLAS, STRAWS.
LARGE ASSORTMENTS.
LOW PRICES.
JAS. H. ROGERS,
Cor. King and Church-sts.
Telephone 165.

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TIMMS & CO. 'Phone 2493
G. Y. TIMMS, Manager.
13 Adelaide St. East, Toronto.

GODES-BERGER
HER MAJESTY'S TABLE WATER.
"It is a water of absolute purity."—*Health.*
"Highly recommended by the most eminent authorities."—*Court Journal.*
"Constantly on the Royal table."—*Vanity Fair.*
GODES-BERGER.
Acting agent at Toronto, AUGUSTE BOLTE, 47 Colborne-street. 246

To Tourists:
We show an extensive range of Scottish clan and family names represented in
Fine Saxony Cloth for Ladies' and Misses' Costumes, Cloakings and Kiltings,
Spun Silk Square Shawls, Square and Long Wool Shawls, Traveling Rugs and Plaids, Silk Handkerchiefs, Scarfs, Sashes and Ribbons.
246
JOHN CATTO & SON,
King-st., Opposite the Postoffice.

For Rent.
TWO FLATS
EXCELLENT LOCATION
WITH OR WITHOUT POWER.
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Apply
28 FRONT-ST. WEST

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PUBLIC OFFICE.
LONG DISTANCE LINES
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Open from 7 a.m. to midnight, Sundays included.
METALLIC CIRCUITS.
246 SOUND PROOF CABINETS.

A HOME ON EASY PAYMENTS.
$1.50 PER MONTH
Will Secure for $185
(This amount includes all expenses) a large level lot in the
WOODBINE ESTATE.
This property is situated at corner Woodbine and Salmon-avenues, and you can reach it by the Grand Trunk Suburban service, which is only seven minutes' walk distant.
Full particulars enquire
R. K. SPROULE,
246 11½ Richmond-street West.

MEETINGS.

NOTICE

Is hereby given that a meeting of the Shareholders of the Federal Bank of Canada will be held on Tuesday, the 25th day of July, 1893, at the Banking House in Toronto, Ontario, for the purpose of the election of Directors and the consideration of the Directors' Report.

By order of the Directors.
G. W. YARKER, General Manager.

NOTICE.

The annual general meeting of the Shareholders of the Ontario Forge and Bolt Company, limited, will be held at the head office of the company at Swansea in the County of York, Ontario, on Wednesday, the 12th day of July next, at the hour of 12 o'clock noon. By order,
WM. GEO. ROSS, Secretary.
Swansea, June 30, 1893.