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THIRTEENTH YEAR FRIDAY MORNING, AUGUST 25 1893 ONE CENT.

THE VOTE WILL BE TAKEN.

GET READY TO MARK YOUR BALLOTS TO-MORROW.

City Clerk Blevins Will Give Out the Boxes to the Returning Officers at 9 O'Clock This Morning—An Agreement Will Probably Be Arrived at, But the Vote Will Be Taken Just the Same.

Despite all the maybes and perhaps of the restrictionists, the vote on the Sunday car question will be taken to-morrow. There is no question about that. City Clerk Blevins will at 9 o'clock this morning distribute the ballots and ballot boxes to his returning officers.

There were several conferences yesterday between Solicitor Laidlaw of the street railway company and City Solicitor Biggar respecting the agreement demanded by the latter gentleman on behalf of the city, and which the company quite properly refused to sign. Eventually it was decided to leave the whole matter to Christopher Robinson, Q.C., both parties to the dispute agreeing to abide by his decision as to what is fair and equitable. Messrs. Biggar and Laidlaw left for Orillia late last evening to interview Mr. Robinson. It is probable that a satisfactory arrangement will be come to, but in any event the vote will be taken to-morrow. As a mattar of fact the present agreement has nothing to do with the vote. As President McKenzie said yesterday: "The vote will have to be taken whether or not there is an agreement signed. We have signed an agreement with the city which has been before the council, and that settles the matter. This labor agreement is only supplementary and it does not matter whether it is signed or not."

Mayor Fleming stated at the Auditorium last evening: "We can have the vote on Saturday or not as we choose. The street railway company have not signed the agreement which the council demanded they should. But it is a question if it would be wise to defer the vote until such agreement is signed. In any event the vote will have to be taken on Saturday or a few days later. I believe the general disposition of the people of the city is to dispose of the question at once, and I personally will put no obstacle in the way of the vote being taken on Saturday."

The trouble over the dismissal of Conductor Megginson has been amicably adjusted. Megginson has been reinstated and this letter sent to Roadmaster Nix:

Office of the Street Railway Company, Aug. 24, 1893:
W. H. NIX, Esq.:
DEAR SIR,—Conductor Megginson called at the office this morning, re his discharge. After looking into the matter thoroughly I think that your information as to the language used by him was not correct. Under the circumstance you will send for and reinstate him as conductor, as I cannot permit any injustice to be done any employe of this company. WM. MCKENZIE, President.

HOW THE CARS WILL RUN.

The Time Table of the Proposed Sunday Service.

In the event of the vote being in favor of Sunday cars it is proposed to give the following service:

Special cars on each route will be run to the Union Station to meet the trains coming in at 7.20 a.m., leaving the outer terminus on each line in time to meet the trains.

The following will be the regular service:

Yonge-street.

First car from North Toronto at 9.28 a.m. and every eight minutes until 10.08 p.m.

First car from Union Station at 9.52 a.m. and every eight minutes until 10.32 p.m.

Queen-street.

First car from George-street at 9.27 a.m. and every eight minutes until 10.27 p.m.

First car from Roncesvalles-avenue at 10.03 a.m. and every eight minutes until 11.03 p.m.

Bloor West.

First car from Spadina-avenue at 9.42 a.m. and every 12-minutes until 10.18 p.m.

First car from Dufferin-street at 9.54 a.m. and every 12 minutes until 10.30 p.m.

Belt Line.

First car (Sherbourne) from Yonge and Bloor at 9.24 a.m. and every 12 minutes until 10 p.m.

First car (Spadina) from Yonge and Bloor at 9.30 a.m. and every 12 minutes until 10.06 p.m.

King-street.

First car from Roncesvalles-avenue at 10.06 a.m., and every twelve minutes until 10.30 p.m.

First car from Balsam-avenue at 11.00 a.m., and every twelve minutes until 11.00 p.m.

Last through car from Roncesvalles-avenue at 10.06 p.m.

Last through car from Balsam-avenue at 9.36 p.m.

ENDORSED BY THE K. OF L.

District Assembly Pronounces in Favor of Sunday Cars.

At a meeting of District Assembly 125, Knights of Labor, held last evening, the following resolution was passed:

Resolved that this District Assembly 125 are of the opinion that the public necessity of our city requires that a service of Sunday cars be established in our city; and further resolved that this District Assembly do endorse the agreement approved of by the Trades and Labor Council, and do pledge itself to use every effort to enforce its provisions. R. GLOCKLING, Secretary, 141 William-street.

AT DINGMAN'S HALL.

A Grand Meeting in Favor of Sunday Cars Last Evening.

Three men, long of visage and doleful of mien, walked into an East End hall last evening. The 500 others in the hall cheered and shouted vigorously, but the three knights of the woeful countenance sat silently, gazing in distress at the enthusiastic crowd.

It was a Sunday car meeting in Dingman's hall and the three disconsolate ones were the only "antis" in the hall. There was little comfort for them in the brilliant speeches and enthusiastic applause of the advocates of Sunday cars, and they were almost overawed by the expressed sentiment of the voters. Once or twice they felt emboldened and started to present their side of the case, but were received so coldly that they soon gave it up and betook themselves and their sad countenances from the meeting.

When Chairman Coltart, an old and well-known resident of the East End, called for order the hall was crowded to the doors. In the doorways and even on the steps leading to the hall were rows of eager listeners. There were on the platform Professor Clark, Miss Joussaye, President Working Woman's Protective Association, Miss Hepburn, James Pape, W. F. Maclean, M.P., G. S. Macdonald, W. McCaffrey, Noel Marshall, W. Kelly, A. F. Jury, John Armstrong. The chairman made a neat speech asking for fair play for everyone, and introduced Professor Clark as the first speaker.

Professor Clark's Address.

After speaking of the responsibility of ever voter to do as he thought right, Professor Clark repled to some of his detractors. One reverend gentleman said to me that he though I should be ashamed of myself for taking the stand I have upon this question. I replied to him that reverend gentlemen who can have cabs to ride in should be ashamed of themselves to join in a movement to withhold from the working people of this city the poor man's cab—the street car. [Applause.] I have received a letter from a lady who describes herself as "my sorrowful friend." She says that she is pained to see me "fighting against God's commandments," as she described it, and said that neither rich nor poor have any right to do any kind of work on Sunday. She prohibits all manner of work and would have us observe the Jewish Sabbath. People of this kind take it for granted that there is some law of God which makes Sunday the same as Jewish Sabbath. I am prepared to show that there is no such law laid upon the Christian Church. Even the Jews themselves did not live up to the letter of the law. Jesus himself said that "the Sabbath was made for man, not man for the Sabbath." The Sabbatarians, while they are right in many ways, take it for granted that Sunday is a day to be observed as a day of penitence. It is right that certain men should worship according to their own church, but they should not attempt to force others to do the same. That is what a certain body of men are trying to do. [Applause.] You cannot force people to go to church by acts of Parliament. [Applause.] It is claimed that the cars will draw people away from the churches. So much the worse for the churches. If they cannot draw they had better shut up. [Applause.] The storm that has been raised will not prevent me as a minister from saying that I am in favor of giving every man the same privileges. This question is one that each man can settle without fearing that he is breaking a law of God.

Mr. John Armstrong detailed the provisions of the agreement between the men and the company, and said that the men were better cared for than the employes of any other organization. He denied that street cars would interfere with church-going, and gave F. S. Spence a delicate roasting, much to the amusement of the audience.

W. F. Maclean, M.P., was the next speaker. He was interrupted by the Rev. Mr. Burns, who was invited to take a seat on the platform and discuss the question there. Another man named Brunell took exception to Mr. Maclean's statements, but was greeted with shouts of "Shortweight coal" and "Put him out," and quickly retired to his accustomed obscurity.

Rev. Mr. Burns.

Rev. Mr. Burns started to describe his experiences of American cities, but was greeted with cries of "Canada," "Stick to Toronto," etc. He complained that the people would not go to church, and the crowd shouted, "That's your fault." The rev. gentleman said that he had often walked many miles on Sunday.

"But did you have to go to work the next day?" enquired a brawny workingman.

"Sunday cars will be the beginning of Sunday labor," declared Mr. Burns.

"But years ago cars were run on Sunday in the East End for the convenience of church-goers and ministers," declared Mr. Murphy, who occupied a front seat.

Mr. W. F. Summerhayes asked Rev. Mr. Burns for an answer, "yes" or "no," to the question whether running street cars on Sunday will be a desecration of the Sabbath? Mr. Burns hesitated and finally said that in American cities the running of the cars had led up to desecrations of the Lord's Day. The audience shouted for a definite answer, but the reverend gentleman would not give one.

Miss Joussaye made a strong speech which "took" strongly and woke up all the enthusiasm in the audience. She was followed by A. F. Jury, who drew a parallel between the actions of the clergymen who were all sympathy for the street car men now, but who were not such friends of labor when the 15-cent-an-hour bylaw was being agitated. He said that the street car men had a "sotter job" and better protection than any other class of corporation laborers.

A resolution declaring that the meeting was in favor of a Sunday car service was carried almost unanimously.

IN WARDELL'S HALL.

Unseemly Interruptions Resulted in What Promised to Be a Free Fight.

By the regretable weakness of the chairman, Ex-Ald. Pells, at the pro-Sunday car meeting in Wardell's Hall last night a collection of hoodlums, the friends of neither side, were allowed to ruin what would otherwise have been a splendid meeting.

There were fully 1000 voters in attendance and the early part of the meeting was quiet and orderly.

The first speaker called on, Mr. T. W. Banton, presented lucidly the reasons why workingmen are going to vote en masse for Sunday cars on Saturday next.

Miss Marie Joussaye followed. She said: The News called itself the anti Sunday car organ.

A voice: "It's anything." "Well at any-rate, I call it the anti-labor organ. For years past it has been on the wrong side when the interests of workingmen were involved." [Cheers.]

Mr. Alf Jury was of the opinion that Sunday cars would benefit the women even more than men. The poor women who drudged all week might find it sweeter and better to take a ride in the fresh air than to sit in a hot church, look at the monotonous walls and hear the often-times monotonous preacher. [Immense applause.

Continuing the speaker referred to The News' pretended championship of labor.

Stewart Lyon: "What about Billy Maclean?"

Mr. Jury: "Maclean is not 'posing' as a champion of labor."

Mr. Lyon: "Yes, he is."

Mr. Jury: "Mr. Lyon says The World pretends to be a champion of labor. No man knows better than Mr. Lyon the difference between a paper that puts itself up as a friend of the poor and one that claims to be a friend of organized labor. The World is representing the poor as against the rich in this contest, for the question is simply this: Whether the poor shall have for 4 cents what the rich have for two or three dollars."

In Boston and New York he had evidence to show that preachers in advertising their sermons also advertised the lines of street cars. In Boston it was very much more difficult to get liquor on Sunday than in Toronto.

During Mr. Jury's speech Mr. Stewart Lyon said he wanted to ask a question, but the chairman refused to allow him to do so.

Then the hoodlums began to shriek. The chairman again said he would not let Mr. Lyon ask his question and would protect Mr. Jury.

After Mr. Jury sat down Mr. Lyon came forward to speak.

The hoodlums in the back of the hall commenced to hoot.

The chairman said Mr. Lyon could not speak till he called for him.

And There Was a Row.

Mr. Lyon stood his ground and said that hewished to ask his question before Mr. Jury left the hall, as he had to go immediately to Dingman's.

A noisy hysteria took possession of those present.

Lyon remained on the platform for fully a minute, when a young man on the platform named McLaughlin lost his head and tried to throw Lyon from the platform. Lyon showed fight, and the audience made a rush for the platform. Luckily the two young men's struggles had taken them behind a partition on the right of the platform and the crowd could not get at them, and by the prompt action of the speakers on the platform the participants were choked off.

Order was partially restored, and Mr. Stewart came forward to speak for the antis, and got an indifferent hearing. He made no points, and the reaction of quiet that comes after all hysterical attacks gradually asserted itself, and the speakers who followed got an excellent hearing.

Some Good Speeches.

Mr. Walter Burnell and Mr. Frank Pedley presented the case for Sunday cars in the most effective manner, and were frequently cheered.

By invitation of the chairman Mr. Lyon spoke after Mr. Pedley. He said he owed the audience an apology for losing his temper. He owed no apology to the chairman. He had been treated most unfairly. He had desired to ask a question of Mr. Jury about an article in The Globe which that speaker quoted. He was not opposed to the movement on religious grounds, but he thought it would increase Sunday labor. He had been in Chicago last Sunday and ridden on the cars. He saw no workingmen going to the parks.

A Voice: Yes, they do.

Mr. Lyon: How many have ridden on Sunday cars in Chicago?

Twenty hands went up.

Mr. Lyon: Who rode on them?

"Workingmen," came the shout.

"Not five per cent.," said the speaker.

"Yes, they do. Workingmen and their wives. We've lived there," was the reply.

Mr. George Bertram, the next speaker, said the time for argument was over. The men who started the argument for Sunday cars had no idea that the issue would raise such a tremendous uproar. It was claimed that he was speaking for the street railway company. Anybody who knew him, he felt sure, would say that he would state nothing that was not his honest conviction. [Cheers.] The street railway company was undoubtedly in favor of Sunday cars, but the 10,000 men who voted in favor of Sunday cars last time were the backbone of the movement. As to the incessant fault-finding about the agreement, he wished to say that in 28 years of business experience he had found that a legal agreement for a term of years was impossible without a certain degree of confidence on both sides. The city and the company were partners; they shared the profits. The city should be business-like. That very afternoon at the City Hall he found that a scheme was on foot to prevent the taking of a vote on Saturday. After all these weeks of argument they were willing to stop the vote by demanding a penalty that no honest business man would submit to. The penalty of $1000 might, through unforeseen accidents, amount to $200,000 in one year. It was incredible that at the present day there was a single man in the City Hall who would counsel a balking of the vote. It meant that their opponents would stoop to foul means when fair failed. It pained him to make the statement, but on the platform of the antis inveighing against the immorality of Sunday cars were men who spent Sunday with their horses at the Woodbine, and men who had spent Sundays in their counting houses. [Immense excitement.] He could say that though he favored Sunday cars he had never in all his life spent Sunday in his counting house. [Cheers.]

Mr. John Armstrong was the last speaker.

At the Northcote-avenue Hall last night there was an enthusiastic meeting in favor of Sunday cars. Dr. McConnell presided. Speeches were made by the Rev. Mr. Jackson, George H. Bertram, Ex-Ald. George Evans and Mr. W. T. J. Lee.

THE WIND-UP OF THE ANTIS.

Rev. D. J. Macdonnell at the Auditorium Last Evening.

Mr. J. J. Maclaren, who presided, stated at the wind-up meeting of the restrictionists in the Auditorium last evening that the reports of the antis' canvassers warranted him in saying that unless wholesale personation is indulged in on Saturday the result will be a magnificent majority against Sunday cars, and the lady in the front row of the gallery who interrupted Frank Pedley the other night, and who occupied the same seat, but had changed her black fan for a red one, shouted, "That's so!"

Ald. Hallam said he had visited many cities which ran Sunday cars and the "niceness" that prevailed in Toronto was absent in the other places. He prophesied the overwhelming defeat of the street car question.

Mr. J. Glanville said that many of the street railway employes had held academic positions, but were forced by misfortune to accept their present employment, therefore the workingmen should protect them. He admitted that street cars would be a great convenience on Sunday, but he didn't consider them a necessity. He also prophesied an overwhelming defeat for Sunday cars.

Arkless H. Rundle was followed by Mayor Fleming. These old friends agreed that it would be unwise to vote for Sunday cars.

Rev. T. C. Parker said the running of street cars in England had not only militated against the lessening of the hours of labor, but had militated against the morals of the city. He believed that if Sunday cars were carried they would be used by many persons simply to get their beer, as they were used in England.

Mr. H. T. Benson opposed Sunday cars from a labor point of view.

At this stage Chairman Maclaren stated that Miss Joussaye, Miss Hepburn and the other ladies on the side of Sunday cars only represented a few score working girls.

Rev. D.J. Macdonnell said his fingers had itched for weeks to be in this fight, and he was glad to be here at the tail end. He claimed that Prof. Clark had failed to add the strength to the cause he espoused that had been expected of him. The speaker showed his knowledge of newspapers by referring to a double-leaded letter in The World, and said the legitimate conclusion from the arguments of those in favor of Sunday cars was that it would be perfectly right to pursue all avocations on a Sunday. For himself he didn't want the kind of Sunday that would be ministered to by The Sunday World. It was treating a man like a horse or cow to tell him he could have his holiday on a Tuesday or Friday in lieu of the Lord's Day. He claimed that in a majority of Christian homes the servant girls were not overworked, and that they had a good time of it on the Lord's Day. He concluded by taking a slap at the previous speakers who had made predictions. No person could do that, for the reason that the flood gates of trickery had been thrown wide open.

George Bradley, ex-president of the Trades and Labor Council, reiterated what Mr. D. J. O'Donoghue had said against Sunday cars.

Rev. W. J. Maxwell and others also spoke.

The Antis Hold Meetings.

Two anti-car meetings were held in the

(Continued on Second Page.)

SEVEN THOUSAND HOMELESS.

DISASTROUS CONFLAGRATION IN SOUTH CHICAGO.

The Blaze, Fanned By a Gale, Mows Down the Frame Houses of the Workmen By Hundreds—Lumber and Coal Yards Burned—The Total Loss Will Exceed a Million Dollars.

CHICAGO, Aug. 24.—A fire, which in the extent of territory it covered almost rivals Chicago's historic conflagration, began in that part of the city known as South Chicago about 5 o'clock this afternoon.

From a three-story brick building at the corner of 91st-street and Superior-avenue flames which rapidly grew in volume under a gale of wind from the west ate their way over block after block of small frame residences until they reached the lake.

Within two hours the fire had consumed at least thirty buildings and five blocks of the greatest industrial suburb of Chicago.

The fifty thousand residents of the town were precipitated into a panic. As the pine structures in which lived the workingmen employed in the large steel mills of the Illinois Steel Company, and in which the smaller merchants of the place made their homes, were levelled by the roaring flames, those whose homes had not yet fallen fled with their goods and household utensils to the other portions of the city.

The Panic-Stricken People Flee.

Streets were blockaded with wagons containing the effects of the frightened and fleeing residents, and men and women appalled by the calamity fled in every direction.

House after house rapidly fell before the sweep of fire, which hurled blazing brands far in advance. From Superior-avenue the flames crossed to Ontario, Buffalo, Mackinaw and Green Bay-avenues.

A Thirteen Mile Race With Fire.

The central fire alarm office sent to the fire every engine that could be spared in the south side of the city. The Yosemite, the Grant fire boat, lying at the foot of La Salle-street, was hurried from its dock and was soon plowing its way through the waters of the lake in its 13 mile race to the far southern section where the fire was raging.

100,000 Tons of Coal Afire.

Before it had reached the harbor at South Chicago the terrific force of the fire had eaten away the five blocks between Superior-avenue and the lake, and the Yosemite turned its attention to the immense lumber yards on the river front. Before the scores of engines had made the least appreciable effect upon the progress of flames the immense docks of the Sunday Creek Coal Company were in flames. Over 100,000 tons of coal are stored in the immense bins. When the fire began in the coal yards every engine that could be spared and the powerful steamer Yosemite, as soon as it reached the harbor, was brought to fight the conflagration.

At the same moment the A. R. Beck lumberyard, with dock frontages almost as great as those of the Sunday Creek Company, were found to be burning, and here the first great battle of the firemen with the flames was begun. The fire department had only by this time succeeded in getting together a sufficient number of engines to give it any chance at all against the roaring mass of flames.

There were but seven engines on the ground at the time and the fireboat arrived just in time to lend its powerful aid at the critical moment. Several small buildings had been torn down by the firemen and the citizens and this gave them a breathing spell which ultimately proved decisive for the firemen, though at first not able to do more than hold the flames in check, badly beat them down when the additional engines arrived.

By 8 o'clock the coal yards of the Sunday Creek Company and Beck's lumber yards were the only places where the fire was still uppermost and in a short time it it was practically under control and all danger of its spreading further was over.

Started in a Girl's Bedroom.

There appears to be no doubt that the conflagration originated in the home of Master Mechanic William Gilles, an employe of the rolling mills.

Miss Gilles, his daughter, was engaged about 4.30 o'clock in preparing her evening toilet. In this she was using using a lamp for the purpose of heating her curling iron, and while arranging her bangs the lamp was overturned and an exploding followed, which in the end wrecked the homes of several thousand people.

Most of the buildings destroyed were light frame affairs and were occupied almosst exclusively by workmen of the Illinois Street Company. In none of these instances was the damage large, but conservative estimates put the aggregate loss in the residence district at $400,000.

The Sunday Creek Coal Company has lost fully $250,000 and the Beck Lumber Company $200,000. The latter concern recently made an assignment and had just resumed business after making an arrangement with its creditars. Its large stock of lumber is completely destroyed and its business once more at a standstill.

No Lives Lost.

Two hundred and fifty houses were destryyed.

Despite the rapidity with which the flames spread and the crash and panic which at one time choked up the streets, no lives as far as known were lost.

SIX ENGINES BURNED.

Destructive Fire in a C.P.R. Roundhouse at Smith's Falls.

SMITH'S FALLS, Ont., Aug. 24.—Last night about midnight the C.P.R. roundhouse here was discovered to be on fire. The fire brigade arrived, but not before the flames had gained considerable headway, and fought the flames for more than two hours before they were subdued. At the time of the fire several engines were quartered there. Some of them were run out, but the building was so hot that it was impossible to go into it. Six engines were destroyed and considerable damage done.

STONES TIED TO THEIR WAISTS.

A Woman and Child Found in the Water—Probably Murdered.

MILWAUKEE, Aug. 24.—Two bodies are at the morgue, one of a woman about 30 years of age and the other a little girl of 5 or 6, each with a huge stone tied to their waists. The woman's body wss found in the river yesterday and the girl's this morning. The police are of the opinion that it is a case of murder, as their hips were tied to the stones in a complicated knot which no woman could make.

They Don't Want Their Names Published.

Scores of the best known people in Toronto, including physicians, who have had stomach and kidney troubles, dyspepsia, etc., have informed us that while they don't want their names published, they have no hesitation in stating that "Sprudel" water has done even more for them than we advertised it would.

Templars, citizens, everybody, go to Jerusalem. "Be wise to-day, 'tis madness to delay." Cyclorama open 9 a.m. to 10 p.m. Admission 25c.

A MICHIGAN MERCHANT'S MYSTERY.

Wrote His Wife That He Had Killed Himself at Niagara, But He Has Gone to Berlin.

CADILLAC, Mich., Aug. 24.—Report is current here that John G. Wooser, who made an assignment last week and disappeared, has committed suicide. Yesterday his wife received by express from Niagara Falls, a valise containing some of her husband's effects, and a letter of the date of Aug. 21, at the Griggs House, London. The letter contained these words: "I have lived in hell three days. It can be no worse. I end my life at 4 o'clock to-day." The valise also contains the power of attorney to his bookkeeper. The letter would indicate a clear case of suicide.

The World representative wires: The police were notified this morning, and on investigation found that after the valise was expressed Wooser took the next train east and is supposed to have gone to Berlin, Ont.

DRAGGED TO DEATH.

A Seaforth Lady Caught in the Wheels of a Runaway Rig and Instantly Killed.

SEAFORTH, Aug. 24.—A fatal runaway accident occurred here at noon to-day in which Miss Maggie Hogg of McKillop township, and niece of Dr. Scott of this town, was instantly killed.

The deceased and her brother were driving past the woolen mills south of the town when the young animal took fright and ran away, throwing the couple out.

Miss Hogg became entangled in one of the wheels and was dragged some distance, resulting in her death.

AN M. P. HURT.

Joseph Marshall, M.P. for North Middlesex, Seriously Hurt.

LONDON, Ont., Aug. 24.—News has just been received here that Joseph Marshall, Liberal Conservative M. P. for North Middlesex, has been seriously hurt at Grand Bend. No particulars given.

Crushed Between Cogwheels.

WINNIPEG, Man., Aug. 24.—Andrew Clegg, a millwright, employed at Mathers' mill, Rat Portage, fell between two cogwheels this morning and was instantly killed. He was a native of Port Hope, Ont.

Fatal Explosion of a Steam Mangle.

NEW YORK, Aug. 24.—A steam mangle in the Hell-Gate Steam Laundry at 248 East 104th-street exploded this afternoon and scalded nine people, two of whom will die. The explosion was caused by an over pressure of steam in the cylinder.

ROBBED THE SINGER COMPANY.

An Employe of the Toronto Branch Steals Several Hundred Dollars and Flees the City.

William Tremble, an employe of the Singer Sewing Machine Company, who resided at 9 Catharine-street, is missing. He is a defaulter to a considerable amount.

Mr. L. C. Laichley, the manager of the Toronto business of the Singer Sewing Machine Company, said last night: "Tremble was our manufacturing canvasser. His ground included the selling and fitting out of the power machines, used mostly in manufacturing in the various wholesale houses. He understood his business, and was a first-class mechanic. He necessarily did the collecting from time to time in his department, but his collections were not to any great amount.

"Over a week ago suspicions were aroused, and he was practically given till Monday last to straighten up his books which were found incorrect. I have not checked his books yet, and until I do so will not be in a position to say what the amount of his defalcations will be. I do not think it will exceed $250. In fact it will be nearer $150.

"He has a wife and two children living in Catharine-street."

At No. 9 Catharine-street all seemed deserted, and vigorous ringing of the doorbell at the handsome brick house elicited no response.

Returning Tourists.

With sun-browned faces, increased vitality and pleasant memories, the advance guard of Toronto's army of pleasure-seekers is returning to the city. From all quarters they come, from the conventional seaside resort and the breezy West, from the World's Fair and the shady woods, from the Continent and from the islands and all are happy. Their feeling of pleasure is natural, for they are returning to the only city in Canada where hats and caps may be purchased to the best advantage. Dineen is now clearing out his summer stock at greatly reduced prices in preparation for the great fall opening on Sept. 2. Dineen's, as you doubtless know, is at King and Yonge-streets.

Purifying Water By Electricity.

The Canadian Engineer for August contains an account, the first yet published in Canada, of the new method of opening and closing canal locks, now successfully in operation on the Beauharnois Canal. For sale at John P. McKenna's, 80 Yonge-street, near corner King-street. This excellent journal has a great deal about the recent developments of electricity and engineering, including a new method of purifying water by electricity; also all the New York and Chicago electrical papers.

The Military Tournament.

The military tournament has been proven an unprecedented success and continues to attract immense throngs to the Baseball grounds. Yesterday's performances were witnessed by the largest crowds of the week, and as every facility for comfort and convenience is provided, the immense audience enjoyed itself thoroughly. There will be two performances daily—afternoon and evening—to-morrow, Saturday and Monday (Civic Holiday). Rorke's Drift and the combined attack will be presented every evening.

His Scream Is Getting Husky.

It looks as if the American eagle had developed into an ordinary scarecrow so frightened have the people become over the financial situation. Notwithstanding the great depreciation of American currency quinn makes the announcement that he will still continue to take it at par for his three for a dollar black silk sox or any other article in the establishment.

Don't drink too much iced water. Use Adams' Tutti Frutti to allay thirst. See that Tutti Frutti is on each 5c package.

Madison-Square Bank Failure.

NEW YORK, Aug. 24.—Regarding the failure of the Madison-square Bank, Bank Supt. Preston says that in all probability the bank would be turned over to the receivers to-day. "I believe that the depositors will be paid every dollar they had in the bank," said Mr. Preston, "but how much the stockholders will suffer will be determined by the amount realized upon the securities."

Death of Thomas Beatty.

Thomas Beatty, the old gentleman who was struck by a trolley car a few days ago, succumbed to his injuries yesterday. Coroner Powell will hold an inquest at 3.30 at the Moran house.

A LITTERATEUR, BUT A THIEF

LAWRENCE IRWELL ARRESTED FOR NUMEROUS ROBBERIES.

A Contributor to the English Reviews and an Ex-Candidate For the British House of Commons Charged With Robbing Numerous Boarding Houses—An Oxford Graduate's Downfall.

Lawrence Irwell, Oxford graduate, contributor to The Westminster and other reviews, to The London Times and various English newspapers and to the local press and ex-candidate for a seat in the British House of Commons, was arrested and locked up at Police Headquarters last night on a charge of being a common thief. Lawrence C. Irwell is of Hebrew descent and of most pronounced Jewish physiognomy. But he never had a good word to say for those of his own race. His hair is as black as coal and his beard the same, and pointed. He is slight of build and at one time of dawdling manners and at another of rapid and sinuous movement. He always wore a tweed suit, a derby hat and was fond of cigarets.

What He Looked Like.

As before stated he claimed to be a graduate of Oxford and knew all about the men of that celebrated seat of learning. He was certainly well-read in the literature of economics, and his articles in the English reviews—and he was a frequent contributor to The Westminster Review—were scholarly and well-informed. He was an entertaining conversationalist.

In politics he was an ardent free trader, a Radical, and claimed to be a defeated Gladstonian in the election before last.

Irwell was a frequenter of the Reference Library, where he would indulge in conversation with Librarian Bain and took copious notes from various books. He was an occasional contributor to the local newspapers and usually signed his articles "Vera Pro Gratus"—Truth without favor.

Everyone who frequents the down-town resorts knows Irwell by sight if not by name.

A Man of Mystery.

Ever since his arrival in Toronto he has been regarded as an enigma. About four years since he arrived here. His marked features excited the curiosity of those with whom he came in contact, and as he had no apparent means of earning a livelihood there was naturally much speculation as to who the man of mystery was and where his funds came from to purchase the supplies of "Esperanda" cigars (20 cents straight), which he constantly smoked.

Mr. Irwell had a decided affection for newspaper men. Young or old he wanted to talk to them. In the past twelve months he has hardly ever been seen in the streets unless in the company of one or more of them.

A curious thing about him was his habit of disappearing. Nobody would see him for a fortnight or so, and suddenly some night he would loom up again, and when asked, "Where have you been lately, Mr. Irwell?" he would reply, "Oh, just around town!" Lately his absences have been more frequent than ever. The police are inclined to think that these absences may explain robberies in other sections of the country.

Watched by the Clan-Na-Gael.

Many were the theories about him; some said he was an agent for a large English syndicate that purposed buying up all the Canadian breweries; others said he was an agent of the British Foreign Office, and pointed to the fact that he was known to be on the roll of suspicious characters kept by the Clan-na-Gael at Detroit, and was under the surveillance of that body. A few were unkind enough to say that he was mixed up in some scandal and was asked to leave England. Whether any or all of these statements are correct has never been verified.

He Was Once a High Roller.

When he first struck Toronto his insinuating manners, and at times his habit of pushing himself forward and joining in any conversation or discussion that was going on, soon made him a large number of acquaintances. During the first year of his stay in Toronto he was a "high roller." He stopped at the Walker House, where he thought nothing of opening numerous bottles of wine, many of which he still owes for. When he had run his limit at the Walker he went to Keachie's Hotel in King-street. He cut quite a pace while there, and Mr. Keachie still has his name on his books. He also favored the Elliott House with his distinguished patronage, where he likewise forgot the formality of settling with the cashier. Since then Irwell has been gradually disappearing from his former haunts, and been living in a more economic way.

Some time ago he went to lodge at 75½ Shuter-street, and was rooming there when arrested by Detective Harrison yesterday afternoon.

Robbed His Boarding Houses.

Since first taking up his lodgings in Shuter-street Irwell has favored many other boarding houses with his patronage—at many of them failing to settle. It is now known that he systematically robbed his fellow-roomers at the various boarding houses and pawned the goods.

One of the last places where Irwell lodged was with Mrs. Hardy of 423 Jarvis-street. After his disappearance three weeks ago several articles were missed, and the police were notified and the case was given to Detective Harrison. The officer traced the goods to a pawn shop, and learned that Irwell had pawned them. When arrested 32 pawn tickets were found in his possession.

After Irwell's arrest Detective Harrison visited the pawn shops and secured a fur cap and a gold medal; the latter was pawned for $13. Both these articles have been identified. The medal is the property of Mr. C. F. Hamilton, reporter on The Globe, and was presented to him at Queen's University. Mr. Hamilton was lodging at 75½ Shuter-street at the same time as Irwell.

The pawn tickets were made out in the name of Irwin, Irving and Irvin, and represented a miscellaneous lot of boots, canes, umbrellas, shoes and clothes, all of which are supposed to be the result of robberies. The prisoner had in his possession a bunch of latch-keys belonging to the various places where he has boarded.

It is understood that Irwell will plead guilty at the Police Court this morning.

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

A. O. F. High Court Officers.

COBOURG, Aug. 24.—This morning in the A. O. F. Biennial subsidiary high court the election of officers resulted as follows: Chief ranger, T. T. Perry, Montreal; subchief ranger, A. O. Jeffrey, London; treasurer, H. E. Griffiths, Toronto; permanent secretary, Wm. Williams, Toronto; senior woodward, W. West, Owen Sound; junior woodward, H. J. Snelgrove, Cobourg; senior beadle, R. Jessimen, Toronto; junior beadle, W. Baird, Galt; medical examiner, L. Secord, M.D., Brantford; trustees, E. F. Clarke, M.PP., Toronto; C. B. Heyd, Brantford; M. Douglas, Woodstock.

GARDNER'S REFUSAL UNJUSTIFIED.

The Daily Chronicle Takes Him to Task for Declining to send Cattle Experts to Canada.

LONDON, Aug. 24.—[Telegram special.]—Speaking of Mr. Gardner's refusal to accept the invitation tendered by Canada to send experts to the Dominion to examine her cattle The Chronicle of this morning says: It is difficult to understand how Mr. Gardner can justify his refusal. The embargo has laid Canada under the accusation that she has pleuro-pneumonia within her borders. The trade, once so prosperous, is now practically destroyed, though high expert opinion pronounced the suspected cases not pleuro-pneumonia at all, but simply an ordinary lung trouble. As not a single case of pleuro-pneumonia has been found by the Dominion veterinaries the embargo should be removed.

A "COLONIAL PARTY."

A Meeting of Politicians at Westminster For Organization.

LONDON, Aug. 24.—A meeting of the Australian and other Colonial members of the House of Commons for the object of forming a new political body to further the interests of the colonies was held at Westminster yesterday. Sir John Gorst presided and said that the numerous colonial members should organize and they would thus be able to exercise a useful influence over Imperial legislation affecting the different colonies.

Sir Charles Dilke foresaw a great sphere of beneficial activity for the new party. He would extend the membership so as to include all self-governed colonies. He declared that the intention of the body would not interfere with the work of the Agents General, but would rather supplement their work.

The meeting was adjourned for a week, when all the colonial members would be in attendance.

SIAM PAYS FRANCE.

Settlement of Terms by Representatives of the Two Countries.

LONDON, Aug. 24.—A special despatch to The Times from Bangkok says that the first meeting between M. Le Myre de Vilers, the French Special Envoy, and Prince Krom Luang Devanwongee Varoprakar, Siamese Foreign Minister, took place yesterday to arrange the terms of the settlement betweee Siam and France.

In accordance with the terms of the French ultimatum and its acceptance by Siam, the Government of the latter country has deposited 2,500,000 francs worth of silver dollars to the order of France, and the French warship Alouette will carry 500,000 francs worth of silver dollars from Bangkok for deposit in the Bank of Indo-China at Saigon, to complete the 3,000,000 francs demanded by France to be deposited to pay the French indemnities.

CAPITAL AND LABOR.

Striking English Miners Inclined to Compromise With the Owners.

LONDON, Aug. 24.—There was an indication to-day that the great strike of coal miners that has now been on for nearly a month may be brought to an end. To-day at a conference of delegates of the miners held in this city a resolution was adopted declaring that if the mine owners would withdraw the notice of reduction the striking miners would pledge themselves to return to work forthwith. The resolution further declared that the miners would ask for no advance in their wages until the selling prices of coal reach the level of those prevailing in 1890.

THE LORDS AND HOME RULE.

The Peers Will Take Up the Irish Bill on Sept. 5.

LONDON, Aug. 24.—It is officially announced to-day that the House of Lords will take up the Home Rule bill on Sept. 5 if the measure passes its third reading in the House of Commons next week, as it is expected it will. The closure will be applied to the report stage of the bill tomorrow.

WHERE DO YOU VOTE?

Voters are very strongly urged to call at once at the Central Committee Room, 40 King-street East, or any of the branch rooms, and ascertain if their names are on the lists and where they vote. If this is delayed hundreds will lose their votes, as it will be absolutely impossible to answer all enquiries if made at the last moment. Attend to it to-day.

BRANCH ROOMS.

No. 1—761 Queen-street East.
Nos. 1 and 2—502 Queen-street East.
No. 2—215 Queen-street East.
No. 3 (St. James')—259 Yonge-street.
No. 3 (St. John's)—59 Queen-street West.
No. 3 (St. Paul's)—763 Yonge-street.
Nos. 3, 4 and 5 (South of Queen)—541 Queen-street West and 152 King West.
No. 4 (North Queen)—369 Spadina-ave.
No. 5 (North Queen)—923 Queen-street west.
No. 6 (Brockton)—589 Dundas-street.
No. 6 (Parkdale)—1251 Queen-street West.
Central Committee Rooms, 40 King-street East.

Special Rates to Falls, Buffalo and Cleveland Over Civic Holiday.

One of the palace steamers State of New York and State of Ohio will leave Buffalo for Cleveland every evening at 8.15 o'clock, arriving in Cleveland 8.30 next morning. Stop-overs allowed at the Falls and Buffalo. Fare from Toronto to Cleveland and return $8.20, or Saturday to Monday $6.20. For particulars, circulars, etc., apply to Charles E. Burns, steamship headquarters, 77 Yonge-street, second door above King.

Low rates may also be had for New York, Boston, Philadelphia and all points east and south by applying to the above agency.

Mr. Burns takes special pains in securing the best available accommodation on the different Atlantic, Pacific, southern and foreign steamship lines at lowest rates obtainable. Apply 77 Yonge-street, second door above King-street.

To Festival Chorus Singers.

Vocalists contemplating membership in the Massey Festival Chorus, and who may not be in a position to furnish recommendations to the Chorus Committee as to qualifications, may consult Mr. Torrington, the festival conductor, between 10 a.m. and 1 p.m., or 1.30 and 7.30 p.m., up to Sept. 4.

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

A Hired Man's Clumsy Forgeries.

BELLEVILLE, Aug. 24.—Edgar Fisher, a farmer's hired man, is wanted for forging two cheques of $12 each. The forgeries were clumsy, one being signed "James Carson, Esq." Fisher is supposed to be in Chicago.

The Knights of Pythias will conduct an excursion to Detroit for Civic Holiday by C.P.R., going Saturday afternoon and Monday morning. Tickets good to return on any train leaving Detroit before 12 o'clock p.m. Thursday, Aug. 31, for $5 return fare. 463456

Microbe Killer is no experiment; time and experience have proven it a curative.

BIRTHS.

DENNIS—On Thursday, Aug. 24, at 64 Melbourne-avenue, Parkdale, the wife of H. J. Dennis of a daughter.

DEATHS.

MILLER—At 26 Henry-street, on Aug. 23, Lillian Elizabeth, twin daughter of Edward W. and Jane Miller, aged seven months and sixteen days.

BRYCE—At his brother's residence, Fort Worth, Texas, on Aug. 22, Alexander Bryce, lumber merchant, of 236 Cottingham street, Toronto.

Notice of funeral hereafter.

UNITED AFTER 30 YEARS.

A BRITISH SOLDIER MEETS A BROTHER IN TORONTO.

A Family the Sixteen Members of Which Were Either British Soldiers or the Wives of British Soldiers—Fourteen Tipperary Brothers Who Fought for their Queen and Country.

When Mr. George Evans, janitor of the Traders' Bank Building in this city, read in The World that Corporal Evans, the hero of the great cold storage warehouse fire of Chicago, was in the Military Tournament at the Baseball Grounds he resolved to go and talk to him.

Mr. Evans is an old soldier, who wears his 67 years well, and although it is twenty-five years since he left the British army he still takes strong interest in soldiers and men who come from the strange corners of the world which he has visited. Furthermore he takes a brotherly interest in anybody of the name of Evans.

He is a native of Tipperary and had 13 brothers, all of whom were also British soldiers and are scattered over the face of the earth. His two sisters are the wives of soldiers, and his ancestors were soldiers. And he went to the Baseball grounds on Wednesday night with the vague idea of finding some unknown relative in the hero, Corporal Evans.

He sought the soldier out in the camp, and got into conversation with him, and gradually ascertained facts which proved that the corporal was his youngest brother, George, 25 years his junior, and whom he had not seen since an aunt of his had taken the future hero to England as a child of 10 years. He did not reveal his name, but continued to ask him about his brothers and sisters. The corporal knew but little of any of them. He had seen a sister some years ago, but the rest of them had dropped out of knowledge.

"What became of your brother, George?" the elder brother asked.

"Oh, yes, I heard about him," said the corporal; "he was killed in India years ago."

"Would you like to see George?"

"Yes, if he's alive."

"Well, you're speaking to him now," said George, and grasped the corporal's hand.

Tears streamed down the bronzed faces of two men, the younger, who still spends the Queen's shilling, and the elder, who has the memories of many battles.

Corporal Evans is the only one of all the brothers not absolutely native to Tipperary. He had his training in England and enlisted on English soil. He joined the army after George Evans had received his discharge.

The latter fought in Russia and in the Indian mutiny. He has a portrait taken in Russia of himself and five brothers, four of whom were officers.

Some years ago Mr. Evans discovered another brother, one of the most prosperous merchants in Philadelphia, and who was then British consul in that city. This brother had raised himself from the ranks to the honorable post of Adjutant-General. The brothers discovered their relationship through a companion of George's in Toronto, who had to enlist the consular services of the Philadelphian. The great family of soldiers has representatives all over the world.

SAMUEL LEVI IN THE CELLS.

One of the Gold Dusters Arrested in Hamilton.

HAMILTON, Aug. 24.—Shortly before noon to-day Detective Reid arrested Sam Levi, one of the two men who worked the brass-brick swindle on the Toronto Hebrews a day or two ago. Levi protested that he knew nothing of the swindle, and declared that he was only the agent of the "Siberian exile," who paid him a small sum of money for helping to work the deal. He says that the exile has gone to the States.

Levi was seen by a reporter in the cells after his arrest. He says that after Rosenthal bought the gold from the Siberian he was very anxious to get him out of the country. He took Levi aside and gave him $150 and a gold watch and chain, telling him to get the Siberian into the United States and start him for Mexico. After Rosenthal had gone Levi got a horse and rig and drove the Siberian over to Buffalo or some point on the Niagara River. Rosenthal told him if he could to "skin" the "greenhorn" out of the note for $900, which he gave him in part payment of the gold. He promised Levi $450 more if he did so. Rosenthal seemed afraid of the Siberian giving him away. Levi says that the Siberian when he came here two weeks ago said he had come from Halifax, and he had a quantity of German and Russian money on him and only a few cents in American money. Levi asserts that he had nothing to do with the gold deal personally.

Last evening Levi, who is evidently a very clever customer, called at the house of Anton Koch, a saloon-keeper in King-street east. He had heard that a reward of $500 had been offered for his arrest, and suggested to Koch that he inform the police of his whereabouts and get the reward. Mr. Koch indignantly refused the proposition and told Levi he could not stay there. Levi went down to his house, 107 Macnab-street north, where he was arrested to-day.

Moses Breslov still sticks to the story that it was real gold that the Rosenthals received and not, as they claim, brass turnings. He was seen by a World reporter last night, to whom he expressed himself pleased at the news that Levi had been captured. His wife was with him, and she seemed to be as much interested in the affair as her husband, and talked freely about it. Breslov's story differs almost in every particular from that of the Rosenthals.

The story of his hardships seems to be growing in the hands of Breslov. He still maintains that he saw the money through a broken slat in the window shutter and that he is sure it was real gold. He also claims that there were two valices and that the younger Levi escaped with the black valise out the back door and over a fence, while the elder brother came out the front door with the one that was brought from Toronto.

He maintains that Levi seemed to be most anxious to get him out of the city at once when the deal had been transacted. Breslov seems wonderfully anxious to explain the reasons that Rosenthal might have in refusing to pay the small sum due him for commission, and yet be willing to pay a reward of $500 for the capture of Levi. He watches the newspapers and the offices for news, so interested is he in the developments that each day brings forth.

Bicyclists use Adams' Tutti Frutti. It keeps the mouth moist and allays thirst. Take no worthless substitute.

A Showery Morning—Fine Afternoon.

Minimum and maximum temperatures: Esquimalt, 54–72; Calgary, 42–78; Edmonton, 40–74; Prince Albert, 46–78; Qu'Appelle, 48–68; Winnipeg, 46–66; Toronto, 62–76; Montreal, 64–76; Quebec, 54–70; Halifax, 54–70.

PROBS.—*Some local showers in morning, afterwards fine with west to north winds and a little lower temperature.*

Steamship Movements.

Date.	Name.	Reported at.	From.
Aug. 24.—	Obdam	Southampton	New York
Aug. 24.—	Werkendam	Southampton	New York
Aug. 24.—	Normannia	Southampton	New York