1600
NATIONAL CASH REGISTERS
Sold last month. We make Registers at all prices from $15 upwards.
OFFICE, 63 KING WEST.

The Toronto World.

DICKSON & TOWNSEND
TELEPHONE 2073
General Auctioneers.
Sanctioned by the High Court of Justice.
22 KING-ST. WEST (MANNING ARCADE).

THIRTEENTH YEAR. WEDNESDAY MORNING, JULY 19 1893. ONE CENT.

THE BURKERS STILL AT WORK

AN ATTEMPT TO CALL A SPECIAL MEETING OF COUNCIL.

It Is Not Likely That the Effort Will Be Successful, However—The Street Railway Company Will To-Day Submit An Agreement To the Corporation With Respect To Its Employes.

President William McKenzie of the Toronto Street Railway Company will arrive in the city to-day. Prompt upon his arrival, it is understood, an agreement will be drawn up and signed by the officials of the Street Railway Company in accordance with the resolution of the council of Monday evening, providing that in the event of the Sunday car question carrying no employe shall be *permitted* to work more than six days per week.

Ald. Jolliffe yesterday industriously circulated a petition for a special meeting of the council for Thursday afternoon to consider Ald. Carlyle's notice of motion respecting a postponement of the vote. Up to 2 o'clock this morning he had secured exactly four of the necessary 13 signatures.

BUILDERS'-LABORERS' UNION.

A Majority Declare in Favor of Sunday Cars.

A slimly attended meeting of the Builders'-Laborer' Union was held last evening in Central Labor Hall to discuss the Sunday car question. Mr. Richard Reddall was chairman. The meeting was not open to the press, but The World was informed at the close that there was an animated discusion for an hour and a half. A resolution was introduced instructing the delegates to support this resolution, which will be discussed at the meeting of the Trades and Labor Council on Friday night:

Moved by R. Glockling and seconded by J. Armstrong, that whereas the question of Sunday street cars is now receiving much attention at the hands of our citizens, and whereas it is expedient that this council should at all times be prepared to give expression to their opinion on any public question;

Be it resolved that in the opinion of this council the area growth of our city has now assumed such dimensions that the convenience of our citizens demands cheap methods of transit on Sunday as on other days of the week. And be it further resolved that this council are in favor of the establishment of a limited Sunday service in our street car system. And be it further resolved that in the opinion of this council public opinion has assumed such proportions as to render futile the fear that such a change in our car system will result in an enforced seven-day week work on the part of the men employed in the running of the cars.

The motion for the representatives of the Builders' Laborers to support this was carried by a majority of one, the vote being 22 to 21. The question was not discussed on Sabbatarian or sectarian grounds, but on the broad question of six days' work. Some of the delegates did not seem to realize that a clause had been adopted by the council on the previous evening prohibiting seven days' labor by street car employes. It was the fear that refusal to work on Sunday might act prejudicially on the men that seemed to have weight with the minority. Many of the majority were out-and-out for the Sunday cars, and declared their intention to vote for them.

Would Not Do Without Sunday Cars in Sydney.

Mr. C. F. Jeannerat, architect, Sydney, New South Wales, who has been on a visit to Chicago, called in at The World office yesterday and had a talk about Sunday cars. "Cars," said he, "run in Sydney on Sunday. It is a steam service and is much used by the church people. There never was any objection to the running of these Sunday cars. In fact the people of both the city and the suburbs would not dispense with the service on any account. They are regarded as one of the necessities of civilization. There is no degredation or immorality consequent on their use."

The Minister's Coupe Twice a Day.

Rev. A. Williams of the Church of St. John the Evangelist has gone to England on a two months' holiday. The churchwardens, in conjunction with the rector, arranged for a pulpit supply during his absence. The minister chosen resides out of the parish, so there was a special stipulation for a cab for his use both morning and evening on the Sundays till Mr. Williams returns.

Sunday Cars Inevitable.

[From Canadian Evangelist, Hamilton, July 15.]

Looking at the subject from the standpoint of what we believe is the fact, rather than of what we would like it to be, we are of the opinion that the street cars will be running on Sundays in Toronto and Hamilton and other Canadian cities in the near future. There are several reasons for this opinion. One is that the Sabbatarians are losing ground the longer the discussion goes on. The Fourth Commandment of the Mosaic Decalog rests very lightly upon most people in Canada now. Even Presbyterian ministers are expressing views that would have horrified their fathers. And a great many are learning that how we shall spend the Lord's Day is a matter which our Lord has seen fit, for the most part, to leave to be settled by our selves. This being the case, the crack of the Sabbatarian whip is heard with complacency by those who were punished when children for whistling a sacred tune on "the Sabbath." Another reason for thinking that Sunday street cars are inevitable is the mild way in which the Toronto dailies which do not favor them oppose them. They know what is coming and are getting ready for it.

Sir Andrew Agnew's Sabbath Observance.

A correspondent writes suggesting that The World ask some of its readers to supply, if they can, the words of an old Scotch song sung at the time Sir Andrew Agnew introduced a rigorous Sabbath Observance bill in the British Parliament, which suffered an ignominous defeat. Some of the lines ran thus:

No cock may crow,
No cat may kitten;
The hen must leave her eggs
While sitting.

A Case in Point.

A family bought a house just off Ossington-avenue and paid $4000 for it some months ago. But they found it was too far from their church—the Disciples—and as there is only one such church in the city they decided at last to move nearer to the centre. The house for which they had paid $4000 they can only get $12 a month rent.

One Sunday Train and Four Cabs.

On Sunday, July 2, there was an exchange of pulpits by the ministers of two West End Presbyterian Churches. One of the clergym en had been in Gananoque during the previous few days and in order to fulfil his engagement he left that town on the Saturday night express and arrived in Toronto Sunday morning. At the Union Station he took a cab to the church where he was to preach and after the service telephoned for another cab to take him home. The other gentleman, who, to be explicit, was a lay preacher, also employed a cab to take him to the church where he preached and another to take him home. These facts are given us by a gentleman connected with one of the churches. He thinks one Sunday train and four cabs is a good record.

Sunday Cars in Toronto.

[Hamilton Herald.]

They had a lively time of it at the Toronto City Council meeting last night, but the upshot of the whole thing is that it is a case of "as you were" so far as the taking of the vote is concerned. The question will go to the people on Aug. 26, and if the people pronounce in favor of it on that date the subject of Sunday cars will probably be settled in Toronto for all time to come. A defeat now simply means the temporary postponement of the agitation. Sooner or later Sunday cars are bound to be running.

The chief remaining objection to them has been done away with by the adoption of a resolution providing that the company's employes shall not be permitted to work more than six days a week. To this arrangement the company has explicitly agreed, so that opponents of Sunday cars now find themselves with the ground cut from beneath their feet. Objections on the score of divine commands were abandoned some time ago, when the Sabbath Observance Association changed its name to the Lord's Day Association. No divine commands were ever uttered respecting the Christian Sunday or Lord's Day.

That further attempts on various pretexts will be made to postpone the taking of the vote seems certain, but it also seems certain that they will fail. After having fixed on a date and then endorsed it, the council can hardly proceed to stand on its head and swallow itself, no matter how much it might please the goody-goody element in Toronto by doing so. The whole matter has now resolved itself at last into the simple question of whether there are enough people in Toronto in favor of Sunday cars to pronounce emphatically in their favor when the time comes to vote on them next month.

Ponder on These Facts.

A present Montrealer and a former Torontonian talking to a World representative yesterday "I will tell you a solid fact and, to my idea, it is a hard nut for your anti-Sunday car men to crack. I am engaged up to 7 o'clock on Saturday at the extreme limit of Montreal. After that hour I can go home, wash, eat my supper comfortably, smoke a pipe, spend an hour or more with my little ones, take the cars for the station, board a train for Toronto, get out at the Parkdale subway, walk to a friend's house a quarter of a mile away, spend Sunday there, take the train again at night and be at work in Montreal as usual on Monday morning. Now, I used to live in Toronto, in the vicinity of the Woodbine. One Sunday my friend at Parkdale had sickness in his house. He telegraphed me. I went to him. It took me nearly three hours to walk there and back on a hot July day. It was my wife's sister who was ill. She became so bad on the following Sunday that I had to send to a Kingstreet liveryman for a hack to take my family to her. With the time lost in sending messengers and hitching up the hack, to say nothing of the vehicle's return to the stable, two hours and a half were consumed. The hack cost me $6. A return excursion ticket from Montreal to Toronto and return, with Pullman, cost me $11. You will thus see that it is easier to travel, and virtually takes less time, as you are in bed on the cars, to travel 666 miles from Montreal to Toronto and back on Sunday than it does to journey 10 miles from the Woodbine to Parkdale and back on the same day, while the expense is very little more. In fact, on a lacrosse train I have made the journey to Toronto and back for $8, or only $2 more than the hack cost me."

A Word With Correspondents.

The World is flooded these days with correspondence on the Sunday car question. Many of our letter-writing readers have no doubt wondered why their epistles have not appeared. In many cases the points made have already been threshed out and no good would result by reiteration of the arguments; other letters will appear in due time. To ensure publication, however, letters must be brief. State your argument forcibly, but, above all, be brief.

Monstrously Wicked to Trust the People.

It will not do to omit some of the remarks of Rev. George Bishop of the Queen-street Methodist Church during his sermon last Sunday. After stating that the observance of the Sabbath was a divine command, the Rev. Bishop said that the submission of the question to a popular vote was a monstrous iniquity. With equal propriety submit the entire Decalog. A more iniquitous proceeding than that of allowing a vote to be taken at this time was never perpetrated by the City Council. It was admitted that if left to the "moral" vote in connection with the plebiscite on the liquor question in January, the scheme would be knocked on the head. In a fine state of things when the City Council of Toronto lends itself to a trick whereby the "moral" vote of the city can be minimized, if not ignored. The scheme was not in the interests of the working classes. On the contrary it was an insult to them. It was begotten of insatiate greed on the part of the Street Railway Company, and the speaker hoped the city would rise in its might and give it its quietus for all time.

Had He Not Better Leave It to the Chief?

Charles Durand is the authority for this statement:

An inspector of police, Mr. Armstrong, told me that this sending crowds to High Park and Victoria Park on the Sabbath by cars would necessitate the employment of 50 additional police. It would also, in his opinion, greatly increase disorder, drunkenness and small crimes.

Had Inspector Armstrong not better leave it to the superior officer, the Chief of Police, to decide when extra policemen are required? For a Sunday school superintendent, the inspector must have a poor opinion of the citizens in making a ridiculous statement of this kind.

Unrealized Evil Predictions.

Editor World: Do you remember that about 12 years ago all gates of the avenues leading to and going through the Queen's Park were always closed on Sundays, and that in order to drive from the west to the eastern portion of the city one had to go as far north as Bloor-street or south to Queen-street? When the permanent opening of these avenues was agitated as necessary for the convenience of the public the same sort of idiotic cry was raised by some of these self-constituted guardians of the Sabbath by claiming that the result would be the congregating in the park of all the ruffian element in their buggies and on horseback, who would be racing and endangering the lives of women and children, who always enjoyed the park on Sunday afternoons. How absurdly incorrect have these predictions been! Who would want to return to the old arrangement of closing the park? Just the same will be the case in regard to the predicted lawlessness as the result of having Sunday street cars, which are as bound to come for Toronto as the rising of the sun.

PROGRESS.

Ald. Carlyle's Dough.

Editor World: Simply as a matter of conscience I cannot vote for Sunday street cars. I am free to say, however, that I have sufficient respect for the convictions

(Continued on Second Page.)

"IT WAS ALL MY FAULT."

TRYON ASSUMED THE BLAME FOR THE VICTORIA'S LOSS.

"It Was Entirely My Doing—It Was Entirely My Fault," He Is Reported to Have Remarked to Sub-Officers—The Alteration in the Order Made Too Late.

VALETTA, July 18.—In the court-martial which is trying the officers of the battleship Victoria, Captain Bourke resumed his testimony to-day. He said that he became aware of a collision almost directly the Victoria began to turn. He did not think that Staff-Commander Hawkins-Smith had even been consulted by Vice-Admiral Tryon in regard to manœuvres; indeed nobody had been consulted. When Vice-Admiral Tryon hoisted his flag on the Victoria it was customary to use a 30 degrees helm. Vice-Admiral Tryon altered this to 28 degrees.

Lord Gilford, flag lieutenant of the Mediterranean squadron, testified that after the collision Vice-Admiral Tryon said to him, "It was all my fault."

Staff-Commander Hawkins-Smith also gave evidence showing that Vice-Admiral Tryon took upon himself the responsibility for the disaster. The staff-commander said that immediately after the Camperdown rammed the Victoria the vice-admiral said to him, "It was entirely my doing. It was entirely my fault."

Continuing, Capt. Bourke said that had the vice-admiral been aft he certainly would not have sent to ask permission to alter the speed of the ship.

When asked to explain how it was that the signal for "six cables" was flying after the vice-admiral had virtually assented to "eight cables," Capt. Bourke replied that it was after Staff-Commander Hawkins-Smith had left the cabin that the vice-admiral summoned Flag Lieut. Gilford and ordered him to signal "six cables." This order, Capt. Bourke believed, was a written one. About 30 seconds elapsed between Capt. Bourke's last appeal and the reversal of the port screw by the vice-admiral's order.

The Lord Mayor's Fund Reaches $250,000.

LONDON, July 18.—The Lord Mayor's fund for the relief of families who lost members in the Victoria disaster, has been closed to contributors. It is $250,000.

THE EARL OF ABERDEEN

Will Sail for Canada on the Sardinian September 7.

LONDON, July 18.—The Earl of Aberdeen waited upon Her Majesty the Queen at Windsor Castle yesterday and went through the ceremony of kissing the Queen's hand on his appointment as Governor-General of Canada.

The Allan Line steamer Sardinian, in which the Earl of Derby, the Countess of Derby and party will reach England the first of next week, has been selected to bring out Canada's next Governor-General.

On Sept. 7 Lord Aberdeen and Lady Aberdeen, their family and their suite, will sail for Quebec, which place they will reach about the middle of the month.

FOR THE QUEEN'S CUP.

Henderson of St. John, N.B., in Second Place.

LONDON, July 18.—Color-Sergeant M. B. Henderson of the 62nd Fusiliers of St. John, N.B., by his splendid shooting in the first stage of the Queen's Prize Competition at Bisley yesterday, secured for himself second place. His score totaled 33.

INDIA'S SILVER SYSTEM

Is Analogous to That of Austria—No Artificial Restriction of Coinage.

LONDON, July 18.—In the House of Commons to-day Prime Minister Gladstone, in replying to questions asked upon the subject, denied that there was artificial restriction of the coinage of silver in India.

The Austrian system, he said, was analogous to the new Indian system of coinage.

The quantity of silver coined in India would not be regulated by the convenience of the Government, but by the wants of the country.

The Released Armenians in London.

LONDON, July 18.—Professor Thoumain and Professor Kayayan, the latter accompanied by his wife, arrived in this city today from Constantinople, via Marseilles. A deputation from the Armenian Association awaited the coming of the little party at Victoria Station.

The Stewiacke and Landowne Defaults.

LONDON, July 18.—Stewiacke and Landdowne Railway, a small branch in Nova Scotia, has defaulted in the payment of its bonds on this market.

Chapleau Coming Home.

LONDON, July 18.—Hon. Joseph A. Chapleau, Lieutenant-Governor of Quebec, will sail from Southampton to New York, July 27, on the American Line steamer New York.

Brigands Loot an Austrian Village.

VIENNA, July 18.—A despatch from Czernowitz, capital of Bukowina, states that a band of brigands raided the village of Lipakaye, in the Czernowitz district, last night. The villagers resisted and fired on the brigands, killing five and wounding several of them. A desperate fight ensued. The brigands finally put the villagers to flight and looted the village.

Vesty of the Basins.

The incidents in this novel, by S. P. McL. Greene, are well worked up, and show an abundant familiarity with the ways and manners of New England county folk who dwell near the salt water. (John P. McKenna, 80 Yonge-street, near corner of King, publisher, bookseller and newsdealer.) Altogether, the tale is one that brings a breezy insight into the doings and sayings of quaint and curious people.

Blew Away Ten Acres of Hay.

LOCKPORT, July 18.—A 10-acre field in the town of Cambria, this county, was visited by a windstorm yesterday afternoon, which blew all the hay out of the field and carried it out of sight. It was piled in cocks ready for storing in the barn.

Is It Bottled At the Spring?

The only safe way in buying a mineral water is to at first find out if it is bottled at the spring. It costs 40 per cent. more to do it that way; but those who buy a water ought to have one (when obtainable) that is bottled just as it flows from the earth. There is one such in this city called "Sprudel," from the celebrated spring at Mt. Clemens, Mich., and that is one good reason why physicians recommend it in preference to all other mineral waters.

As pointed out in the text, all who are capable of carrying their thoughts beyond the immediate present and its needs appreciate the great value of life insurance and of the double maturity policy of the Manufacturers' Life.

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

The World on the Island.

The World is now delivered on the Island, New subscribers or changes of address left at The World Office, 83 Yonge-street, will be attended to.

A PETROLEA GIRL'S SUICIDE.

A Pitiful Tale That Comes From Mackinaw Island—She Preferred Death to Disgrace.

MACKINAW, Mich., July 18.—Lillian Saulte, an 18-year-old girl, employed as chambermaid on the island, committed suicide last evening by taking laudanum. She leaves two very compromising letters implicating a soldier at the fort, who she said outraged her Friday night while returning from a village dance. She couldn't stand the disgrace and has for days been pleading to have him put in prison. The letters are of a heartrending kind, telling of her struggles as an orphan and her battle for her honor. Her only relatives reside at Petrolea, Ont., where the remains will be sent. Officers have the man named in the letters in custody, and he will be given an examination at the coroner's inquest.

William Badgeley, the young soldier now in custody to the Island, charged with the assault on Lillian Saulter, was found hidden last night in the hold of a Canadian bound steamer. The coroner's inquest is now being held, and very damaging evidence is being given by the girl's companions. Both her body and her face show marks of a desperate struggle. An autopsy was held this morning which goes to show that the girl met her death by laudanum, and that an assault had been committed.

Talk of lynching Badgeley has been prevalent among the other soldiers. Badgeley admits taking the girl to the soldiers dance and escorting her part way home, when, he says, they had some trouble and he left her.

THE CHICAGO CALAMITY.

The Coroner's Jury Places the Culpability Where It Belongs.

CHICAGO, July 18.—After its prolonged investigation, the coroner's jury investigating the World's Fair cold storage calamity reached a verdict at 5.30 o'clock this evening.

The jury held to the grand jury the following persons: D. H. Burnham, Director of Works at the World's Fair; Fire Marshal Edward Murphy of the World's Fair Fire Department; J. B. Skinner, President of the Hercules Iron Company, and Charles A. Macdonald, secretary and treasurer of the Hercules Iron Company.

The hearing of the evidence was concluded at 3.25 p.m., when Coroner McHale gave the case to the jury.

A CRASH IN COLORADO BANKS.

Four Denver Banks Close Their Doors Owing to Heavy Withdrawals.

DENVER, Col., July 18.—Three national banks: the Union National, the Commercial National, and the National Bank of Commerce, closed their doors this morning, owing to the heavy demands of excited depositors. The Mercantile Bank, a small private institution doing business in the Mining Exchange building, also suspended, owing to the close of the Union Bank, through which its clearances were made.

SUICIDE IN THE EAST END.

An Irish Laborer Kills Himself With "Rough on Rats."

James McElwhinney, a laborer residing at 25 Mountstepnen-street, went into a drug store in Broadway-avenue Monday night and asked for a package of the strongest poison they had, alleging that he wanted it to poison rats. He was informed that "Rough on Rats" was about the best for the purpose, and purchasing a package, he returned to his home and retired to his room. Here he swallowed the contents of the package. He was not seen for some time and the poison had taken effect before anything was done to relieve him. Drs. Cleveland and McKenzie were called in, but could do nothing to save him, and the sufferer expired in agony shortly after midnight.

No reason can be assigned for the rash deed. He had been in regular work.

The deceased was 65 years of age and was a native of Tyrone, Ireland. He has lived for the greater part of his life in Canada, residing up to about eight years ago in Woodbridge, since which he has lived in Toronto. The body will be removed to Woodbridge for interment.

The deceased leaves a widow, his second wife, and three children, one son and two daughters.

Coroner Aikens was notified, but deemed an inquest unnecessary.

Nothing Slow in This.

"Things are slow," you say. Of course they are. This hot weather is calculated to make people pause.

However, it has had very little effect on Dineens' summer sale. During the warm days people need lightweight hats, and, as this sale gives them an opportunity to get such at extremely low prices, they are taking advantage of it.

Everything is cheap. That is the first principle of the sale. Everything is of the best quality. That is the rule at Dineens'. Everything must go. That's been decided on, hence your chance.

The crowd's on its way to Dineens', corner King and Yonge-streets.

A Big Purchase.

The recent great purchase of drygoods made by Mr. F. X. Cousineau, while in Montreal, is without doubt a masterstroke of shrewd buying. Every yard and item of goods in the lot are worth twice what they cost him. And that the people may reap the benefits of his good fortune, this great purchase, together with the present stock of the Bon Marche, making in all over $150,000, will be put on sale commencing Thursday next. Full particulars of which are given in the four-page circulars now being distributed throughout the city. No one can afford to miss a chance like this.

A Canadian Girl in India.

In the simple adventures of a Mem Sahib Sara Jeannette Duncan describes the experience of a young lady in going to India and in getting married and beginning housekeeping under novel conditions. (John P. McKenna, publisher, bookseller and newsdealer, 80 Yonge-street, near corner of King.) It is a clever story, full of humor and shrewd observations of character, and is worthy of the author of "A Social Departure" and "An American Girl in London."

Dyspeptics, take comfort! Ayer's Sarsaparilla has cured worse cases than yours.

Where Are Smith Bros?

Smith Bros., the well-known fruit dealers, are now to be found at their old stand, corner of Queen and James-streets. They have returned there because it is the most convenient point for their many customers. They also keep open at 78 Queen-street west. At both stores they are retailing the best fruits on the market at wholesale prices. Housekeepers are reminded this is the last week for cherries. Telephone 862 247

"Clear Havana Cigars."

"La Cadena," and "La Flora." Insist upon having these brands. 136

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

The double maturity policy of the Manufacturers Life will return as a rich and ample investment to a man at the very time he may need it most—the age of 65.

Wait for the moonlight on the 27th.

And the fact must not be lost sight of that the man who is insured in the Manufacturers' has always got an available asset to fall back on.

Band of 13th and 48th on the 27th.

THE FRANCO-SIAMESE TROUBLE.

Siamese Troops Massed on Each Bank of the River—The Siams' Flag Hauled Down.

LONDON, July 18.—The Bankok correspondent of The Times says that many Englishmen with their families are leaving the country. They are taking with them all their portable property. The correspondent adds: The captain of the French gunboat, seeing the Siamese flag floating above the French on the captured steamer Jean Say, himself hauled down both flags, thus creating another incident. The Siamese afterwards hoisted their own flag.

PARIS, July 18.—A despatch from Saigon to The Temps says: The Siamese have long been massing troops on both sides of the Mekong river in order to stop the passage of French gunboats. They were especially energetic in building forts on the left bank and showed a disposition to attempt a fresh blockade of the French force on the Island of Khong. With a view towards preventing this, Captain Viller on July 14 took Dontane-Taphun. After a severe struggle he routed the natives and captured 33 prisoners. Considerable military operations continue to be necessary as a basis from which the work of preserving free passage for the gunboats and small craft is carried on.

FRANCE MEANS BUSINESS.

Should Siam Refuse Satisfaction She Will Bombard Bangkok.

PARIS, July 18.—In accordance with his announced intention M. Dreyfus to-day questioned the Government in the Chamber of Deputies as to French operations in Siam. M. Deville, Minister of Foreign Affairs, said in reply to the interpellation that the Government disavowed any intention to interfere with Siamese independence. At the same time the Government intended to insist that the treaties between France and Siam be respected. The interference of a third power in the dispute would not be tolerated.

With reference to the course France proposed to follow, M. Deville said it Siam did not make complete reparation for the murder of M. Grosguerin, the French inspector of native militia by a Siamese mandarin and for the other acts for which France demanded satisfaction, the French fleet would blockade the Mekong River.

The Foreign Minister further said that it it became necessary to bombard Bangkok, the Siamese capital to enforce the demands of France, sufficient warning would be given to the representatives to obtain out of foreign powers to enable them to protect the subjects of their respective countries.

After M. Deville concluded, the Chamber, by a unanimous vote, adopted the order of the day expressing confidence in the Government.

CHINA REFUSES REPARATION

For the Murder of the Two Swedish Missionaries.

LONDON, July 18.—A despatch to The Standard from Shanghai says that the Chinese Government has refused to make reparation for the killing of Wickholm and Johannsen, Swedish missionaries, by a mob in Macheng some three weeks ago.

Foreigners in Hankow, which is but 60 miles from Macheng, and in Shanghai, have been summoned to attend mass meetings for the purpose of calling upon the European powers to compel China to respect her treaties and punish the viceroy of the province and the authorities of the city in which the murders were committed.

BRITAIN'S WHEAT CROP LIGHT.

Smallest Acreage in Fifty Years, and the Yield Will Be Low.

LONDON, July 18.—The Mark Lane Express in its weekly review of the British grain trade says:

"The wheat harvest is well forward in southeast England. The recent rains came too late to help any cereals there, but they saved the oats and benefited barley elsewhere.

"Some excellent judges estimate that the yield of wheat will be 28 bushels per acre on 2,000,000 acres. Our estimate for the United Kingdom is 2,100,000 acres, the smallest acreage planted for half a century, with an average yield that will possibly be nearly as low as that of 1886, namely: 2689 bushels to the hundred acres.

"English wheat has declined 1d. on the imperial average, but has advanced 6d. in London. In 40 first-class markets the tone last week was firm and in 20 dull.

"Foreign wheat was of irregular value. American red winter was from 6d. to 8d. dearer on the week. Calcutta wheat was 6d. cheaper."

Twelve Drowned in the Danube.

VIENNA, July 18.—The iron gates in the River Danube, where many lives have been lost, claimed 12 more victims to-day. For some time past operations have been carried on with the object of taking out of the river at this point the rocks that have given the name of Iron Gates to this part of the river. Twelve workingmen, who were in a small boat, were caught in the current which runs with great velocity at this point, and were dashed against a dredger that was moored in the stream. The boat was smashed, and the men were drowned before any assistance could reach them.

Two Deaths on the Intercolonial.

Mrs. Henry Bokleman, widow, was run over by an outgoing Intercolonial express one mile this side of Truro to-day and instantly killed. The body was frightfully mangled.

A man named Harry Brown, employed in the Rope Works at Dartmouth, was run over by the evening express for that town to-night and instantly killed.

Drowned in Five Feet of Water.

RENFREW, July 18.—While bathing in the Petewawa this afternoon Alex. Barnet, second son of A. Barnet, lumberman, of Renfrew, was seized with cramps and was drowned in five feet of water. A younger brother on a raft near by heard his cries and gave the alarm. The body was recovered in 10 minutes, but all efforts at resucitation were unavailing.

Killed by a Horse.

ALVINSTON, July 18.—James Loosemore, son of William Loosemore of the seventh concession of Brooke, was kicked by a horse yesterday afternoon while he is supposed to have been fixing the whiffletree. He was unconscious when found and died last night at 9 o'clock.

Killed by the Train.

WINGHAM, July 18.—Mr. Arthur Simpson, one of the most respected farmers in this section, was killed by the C.P.R. train here to-day at 1.25.

1892, "The Cream of the Havana Crop "La Cadena" and "La Flora" brands of cigars are undoubtedly superior in quality and considerably lower in price than any brand imported. Prejudiced smokers will not admit this to be the case. The connoisseur knows it. S. Davis & Sons, Montreal. 136

Grand military moonlight on 27th.

A married man should know that for three and a half cents a day he may have $1000 of insurance in the Manufacturers' Life.

Combined moonlight 13th Batt. and 48th on the 27th.

OPPONENTS ARE ORGANIZING.

FOUR MEETINGS AGAINST THE RUNNING OF SUNDAY CARS.

Rev. W. F. Wilson Congratulates The World On Its Remarkable Fight—Canvassers Against the Cars To Be Put At Work In Every Polling Sub Division.

About 150 ladies and gentlemen attended a meeting of the Sabbath Observance Association in Broadview Hall last night. Their purpose was to organize for the Sunday street car campaign in Ward 5. Mr. G. Tower Ferguson was nominated to the chair, and with the consent of the audience appointed a committee to retire and nominate officers composed of these gentlemen: Messrs. John Harvie, McMaster, Brides, Wardell and John McGregor.

There was a little difficulty in getting someone to entertain the meeting while waiting for the committee's nominations. Everyone was diffident. Rev. W. F. Wilson, after having refused to talk himself, because the reporters looked tired and he had been to a picnic, requested Mr. Hoyles to speak and tell them what a "citizen" was and speak on the legal aspects of the subject.

The legal gentleman said that The World had come out with the opinion of an eminent legal gentleman, saying that it was a citizens' vote in the broadest sense. He was afraid Mr. Wilson had not read the papers.

Rev. W. F. Wilson: "Oh, yes, I take The World." The reverend gentleman didn't want anybody to have any doubts on that point.

There might, said Mr. Hoyles, be some difference from Mr. Osler's opinion. At present everybody could vote on the question; hereafter the question as to what really constituted a citizen might be debated. They had immense difficulties to contend with, but they had that Anglo-Saxon blood in them which always fights best when everything seems to be lost. Mr. Osler had said that the proper safeguard required for a vote at the present time. This was not so. In January they had to swear every vote and prevent personation, and on August 26 they could not. He must confess that he was one of those people that have been called narrow-minded, and he didn't think that the people had a right to vote on the question at all. He was almost ashamed to confess it, seeing that so many ministers and Christian workers differed, but for his part he thought that the Fourth Commandment meant something. Some of his friends were feeling blue, but they should not. He was surprised to find that so many people who were not Christians were with them in their fight for a quiet Sunday.

Mr. R. S. Gourlay spoke and gave reasons why those in favor of Sunday cars made a mistake in not letting it go over to Jan. 1. The young voters coming to the polls on Aug. 26 would see that it was not a straight vote, an unfair vote and a dishonest vote and would resent it.

A Large Committee Drafted.

The Nominating Committee reported and the following committee was formed: Chairman, G. T. Ferguson; 1st vice-chairman, W. N. Hoyles; 2nd vice-chairman, D. J. O'Donohue; secretary, John McGregor; committee, R. S. Gourlay, Dr. Stewart, Mr. Watson, Dr. Ogden, Mr. Dewar, Mr. Woodland, Ald. Vokes, T. Eaton, T. Wardell, W. J. Master, George Crane, Richard Donald, Mr. Blackley, J. M. Clark, W. E. Long, R. Caddick, Hamilton Cassells, Lytle Duncan, E. J. Partridge, Edward Lindsay, Ex-Ald. Brandon, Mr. Langlois, J. A. Paterson, Conductor Snider, Thomas McCracken, William Curry, Dr. Fisher, Alexander Adamson, J. McGee, Charles G. Rae, Philip, W. J. Gage. This committee has power to add to its numbers.

Rev. W. F. Wilson then spoke and cautioned those present on the avoidance of personalities. "We expect to live on after the contest was over and be friendly as ever again," said the reverend gentleman.

The World's Remarkable Fight.

The speaker was certain there was nobody in the city but must compliment The World on the remarkable fight it was making. He wished it was in a better cause. He hoped The World would be defeated. He had circulated among the workmen of the city, and he found no demand for a Sunday service. He was glad to see American capitalists bringing their money into the city, but he didn't want their Sabbath. He believed what the newspapers said, he believed that reporters were as upright and honest of men as there was in Canada. From reading the newspapers he thought we didn't need a service.

A Broad Statement.

"I challenge The World to give me the names of ten street car men in favor of Sunday cars."

Conductor Snider also spoke against Sunday cars on the ground of giving the workman a day of rest.

Mr. Thomas McGillicuddy said when he heard that the Street Railway Company were to pay the expenses of the election he thought of the proverb, "We distrust the Greeks when they bring presents to us." In looking into the matter he found that the company were actively advancing the money; popular opinion might force them to refund it. Continuing, the speaker said that the Street Railway Company had started with a piece of impersonation by replying to a fictitious letter purporting to come from the Trades and Labor Council.

Workingmen Have Holidays Enough.

Secretary John McGregor said that at the present time workingmen had holiday enough; it was a fact that workmen did not serve their employers well after a holiday. If the workingmen were allowed to make Sunday a holiday they would not do an honest day's work on Monday.

As the committee had no voters lists' say at the meeting adjourned without arranging any scheme of labor.

Christian Endeavorites At Leslieville.

District No. 4 of the Christian Endeavor Society met in Leslieville Presbyterian Church, when a resolution was proposed by Mr. A. Lee as an emphatic protest against a Sunday car service, because it has everywhere proven a degrading influence. Mr. Lee supported his motion by a strong denunciatory speech on the state of affairs in Montreal and the contrasting welfare of Sabbath-observing Kingston. The resolution was carried. Miss Hall, a delegate to the late Montreal convention stated that no Ontario delegates used Sunday cars while in that city.

IN WARD FOUR.

Some Very Extraordinary Statements—The Bribery Bogey.

Yesterday evening, under orders from the General Committee of the Sabbath Observance Society, No. 4 Ward met for organization against the introduction of Sunday cars. The meeting was held at 880 Queen-street west. Among those present were Mr. William Moore, who was appointed president of the organization; Mr. John Thompson, secretary, and Messrs. Bates, Hodson, William Dunlop, William Johnston, J. H. Holmes, Clinkenbroom, Lilean, George Watts, Whittiker, J. Bowman, G. B. Burgess, R. Young, J. R. L. Starr, McCraigen, W. J. Smith, and Rev. J. Philp, Rev. J. Cockburn, Rev. John Motch and Rev. Mr. Manning.

Mr. Moore was afraid that those who opposed Sunday cars had not a ghost of a show, as the other side had everything their own way. Then in a mournful tone he drew the old picture of personation and bribery.

Mr. Bates continued in the same strain. He proclaimed the action of the council throughout the whole affair as the foulest of foul play, the most contemptible piece of business he had ever seen. The people, he said, ought to down a Mayor who would not fight against this sort of thing, and he would like to have the job.

Mr. Wright wanted to know if all that the previous gentleman had said was true, as he had seen statements to the contrary which rested on good authority. However, the said gentlemen assured him that they had told the truth, the whole truth and nothing but the truth, and so Mr. Wright apparently rested satisfied.

Dr. Armstrong thought that "this committee should enter an action against the council."

Rev. Mr. Cockburn, the blind orator of Parkdale, got his Irish up to a wonderful height, in his opinion the City Council were practicing "the most unmitigated selfishness." He felt that his opinion would not weigh much with the young people. In a contemptuous manner he alluded to The World as that little half-penny sheet that was always poking its nose into other people's business. Then he appealed to the meeting if they were going to allow the Street Car Company to bribe the electorate to the extent of $3500.

At this point, Mr. D. S. Macorquodale asked permission to address the meeting in favor of the Sunday cars. This was refused.

Conveners for the different polling subdivisions were then appointed with power to organize canvassing committees. Rev. Mr. Manning then announced that campaign literature will be ready to-day for distribution, and he urged the conveners to get to work at once. From this point the meeting degenerated into a general talking party. Outside a large body of those who were opposed to the object of the meeting were discussing the question.

Opponents Organize in Ward 2.

About fifty opponents of Sunday cars met in Wilton-avenue Mission Hall last evening. They formed the sub-committee for Ward 2 of the Executive Committee of the Sabbath Observance Association. The meeting was held for purely business purposes and no speeches were allowed. The chair was taken by Mr. A. E. O'Meara, but after the election of officers, when Mr. Henry O'Brien was appointed permanent chairman, that gentleman occupied the chair. The officers elected were: Permanent chairman, Mr. Henry O'Brien, and Mr. W. H. Parr, secretary. A brief outline of the objects of the association was given by Mr. O'Meara, after which canvassers were appointed for the different sub-divisions of the ward.

FIRE'S FIERCE WORK.

Thirty Buildings Destroyed in the City of London.

LONDON, July 18.—A large fire in the district of Leadenhall-street and Bevis Marks and Camomile-streets, burnt over an area 500 yards square before the fire was extinguished. Thirty buildings were entirely destroyed. These buildings were occupied by more than 25 firms, who dealt in stationery, clothing, tea, wines, furniture, imported goods, etc.

It is reported that the loss will reach £1,500,000.

The burned district is but a short distance to the eastward of the Bank of England, the Royal Exchange and the Mansion House, the residence of the Lord Mayor.

$20,000 Loss at Quebec.

QUEBEC, July 18.—At 10 o'clock to-night fire broke out in St. Gabriel-street, St. John, suburbs, in a carriage store belonging to a Mr. Voyer. The flames spread rapidly and before it was stopped three houses and three sheds were burned. A man named Langlois was badly hurt. Loss about $20,000, with very little insurance.

CHATHAM, Ont., July 18.—Smith & McGarvin's steam sawmill, situated in Kingstreet east, was destroyed by fire this evening. Loss about $4000; insurance small.

ONE SHOT SETTLED HER.

The U. S. Mohican Gets the Worst of It in a Fight With a Hawaiian.

PORT TOWNSEND, Wash., July 18.—Advices from Alaska state that the United States man-of-war Mohican was fired upon in Behring Sea and disabled June 25 by the Hawaiian steamer Alexandria, which sailed from San Francisco last April. The Mohican discovered the Alexandria in the act of raiding seal rookeries and tried to intercept her, firing two shots across her bows, the Alexandria returned the fire, striking the Mohican amidships, disabling her engines. The Mohican went to Unalaska for repairs, and the Alexandria escaped.

OFFICIALS FAIL TO UNDERSTAND

**How the Alexandria Came To Disable and Escape the M