BY WORKS OF BENEVOLENCE

The Queen Wishes Her Jubilee Celebrated.

TO BRIGHTEN THE LIVES

And Ameliorate the Condition of Her Poorer Subjects,

The Prince of Wales in Answer to Requests Has Given an Outline of the Form of Marking the 60th Year of Her Majesty's Reign—Hon. G. A. Kirkpatrick's Condition Improved—Terrific Storms on Britain's Coasts and Loss to Shipping—General Cable News.

London, Jan. 11.—The Prince of Wales, in response to requests made to him for advice as to the most fitting plans for celebrating the occasion of the completion of the sixtieth anniversary of the Queen's reign, has caused it to be announced that he is confident that Her Majesty would prefer that the occasion should be marked by works of mercy among the sick and suffering, embracing any movement tending to brighten the lives and ameliorate the condition of the Queen's poorer subjects.

TERRIFIC STORMS.

North Sea and Bay of Biscay Charged Up in Serious Fashion.

London, Jan. 11.—Terrific storms have prevailed within the last twenty-four hours in the North Sea, and the Bay of Biscay.

The steamer Three Brothers, belonging at Fecamp, France, is overdue at that place, and it is reported that she has foundered off Ushant. She had 16 men on board.

The British steamer Diomedes, belonging to the Diomedes Steamship Company of London, has been sunk in a collision off Yarmouth. All on board were saved. A wreck can also be seen from the Farne Islands. A number of Yarmouth fishing boats have been wrecked or damaged by the storm, but the loss of life is not known.

The British barque Lavinia, Capt. Thomas, from Greenock, Dec. 8, for St. John's, Nfld., has put into Fayal, having lost bulwarks, stanchions, a boat and galley.

The report that the British steamer Lord Gough, Capt. Crombie, from Dantzig, Jan. 1, for Philadelphia, which grounded when leaving the former port, was obliged to jettison several thousand bags of sugar in order to float, appears to be erroneous.

HON. G. A. KIRKPATRICK BETTER.

Mrs. Kirkpatrick is in Attendance at His Bedside, Nursing Him Carefully.

London, Jan. 11.—The condition of Hon. George A. Kirkpatrick, Lieut.-Governor of Ontario, who is lying ill in the South-street Hospital, is somewhat improved, and he is now in a state justifying hopes of his speedy recovery. His wife, who has arrived here from Canada, in response to a summons from England, is in constant attendance at his bedside, and her presence has been of great assistance to his medical treatment and careful nursing in bringing about his present favorable condition. The operation which the physicians decided a week ago was imperatively necessary in order to save the patient's life has now been postponed until Wednesday.

TRIAL OF IVORY.

The Alleged Dynamiter Was Before the Old Bailey Court Yesterday.

London, Jan. 11.—The case of Edward J. Ivory, alias Edward Bell, the alleged Irish-American dynamite conspirator, who was arrested in Glasgow Sept. 13, and subsequently brought here, was heard in the Central Criminal Court, Old Bailey, for the first time, to-day, the previous hearings having taken place in the Bow-street Police Court. After Ivory was formally arraigned the recorder, Sir Charles Hall, charged the grand jury, asking that body to give most careful attention to the case, which was one of the highest importance. The charge against Ivory, he said, was that of having conspired with Tynan, Kearney and Haines to destroy life and property with dynamite. The jury, in following the movements of the conspirators, would find a remarkable chain of evidence linking Ivory with his alleged associates. The recorder then described the evidence which connected Ivory with the other conspirators up to the time he was arrested. The letters and documents found in his possession when he was taken into custody clearly showed the character of the plot in which he and his associates were engaged. Having due regard for all the circumstances of the case, the grand jury would doubtless feel it to be their duty to find a true bill against the prisoner.

MASSACRE OF CHRISTIANS.

Rumors are That Butchery Has Taken Place at Trebizonde.

London, Jan. 11.—A despatch from Constantinople to The Standard says that rumors of a massacre of Christians at Trebizonde, which originated by the statement that an Italian gunboat had been ordered thither, was untrue. It appears that an Italian subject named Marani was secretly shipped at Trebizonde for exile to Erzeroum. The Italian Ambassador, Signor Pansa, demanded the immediate return of Marani to Constantinople for proper trial, and threatened to send gunboats till the Porte gave a written promise of compliance. The incident has caused a sensation at Constantinople on account of the belief that Italy was backed by the powers.

A despatch to The Daily News from Rome on the same subject says: Everybody remarks that the Sultan has never had such a humiliation as for an Ambassador to openly refuse to accept his promise, but to insist upon a written confirmation.

NO CAUSE FOR REJOICING.

London Globe Does Not Approve of the Anglo-American Arbitration Treaty.

London, Jan. 11.—The Globe this afternoon says it sees no reason for Britishers to rejoice at the conclusion of the arbitration treaty with the United States, adding: "Great Britain's experience in arbitration with America has always been futile and ridiculous. It is no particular triumph for the Marquis of Salisbury's statesmanship and most self-respecting Englishmen would like to forget the circumstances leading to it. The passage in our history beginning with the Venezuelan trouble and President Cleveland's gross insult and ending with the conclusion of the treaty contains nothing to be proud of, and a great deal which most of us would be glad to obliterate."

GENERAL CABLE NEWS.

The Anglo-American Arbitration Treaty Not Yet Ready for Signature.

London, Jan. 11.—A despatch to The Times from New York says that the agreement between Sir Julian Pauncefote, British Ambassador at Washington, and United States Secretary of State Olney upon a system of general arbitration is ready for signature and only awaits the formal acceptance of the King of Sweden, who will name the umpire in certain cases. The King's acceptance, the despatch says, was expected by Jan. 10, when the treaty would be signed and sent to the Senate on Jan. 11.

The Anglo-Venezuelan treaty is not yet completed, and will not be finished for a fortnight. The question of the place of meeting of the tribunal has not yet been settled.

No Fear of War.

Paris, Jan. 11.—L'Echo de Paris states that the Admiralty Council is in favor of doing squadrons in war time, and has rejected Admiral Aube's proposal for a fleet of fast cruisers with a view to privateering. These decisions are interpreted as meaning that there is no prospect of a war with Great Britain within the sphere of practical politics.

Copious Rains in India.

Calcutta, Jan. 11.—Copious rains have fallen in most of the famine-stricken districts of India, but a great deal more rain is needed.

The bubonic plague is increasing at Karachi.

Italian Countess Sent to Jail.

London, Jan. 11.—The so-called Countess Emma Ugolini, her husband and two other Italians who were convicted on Dec. 18 of stealing valuable lace from the Regent Street store of Peter Robinson, a case which attracted unusual attention owing to the arrest for a like offence of Mr. and Mrs. Walter M. Castle of San Francisco, and the sentence of Mrs. Castle to three months' imprisonment, without hard labor, her husband being pronounced not guilty, were sentenced to-day to serve nine to eighteen months' imprisonment with hard labor.

Priests Forbidden the Theatre.

Paris, Jan. 11.—Cardinal Richard has forbidden the priests of his diocese to attend dramatic performances.

Storms and Fogs.

London, Jan. 11.—Storms and fogs continue along the coasts, and wrecks have been reported at many points. A trawler, with six men, has been lost off Yarmouth. The steamer Gulf of Siam is ashore in Morrock Bay and other ships and boats have been picked up. The crew of the British steamer Strathmore, from Genoa, numbering 20 men, has been taken off that vessel by a trawler and landed at Hull. No details of the wreck of the Strathmore have been received.

The Wabash Railroad.

With its superb and magnificent through car service, is now acknowledged to be the most perfect railway system in the world. It is the great winter tourist route to the south and west, including the famous Hot Springs of Arkansas, Old Mexico, the Egypt of the New World; Texas and California, the land of sunshine and flowers. Passengers going by the Wabash reach their destination hours in advance of other lines. The Wabash Santa Fe special, leaving Chicago every Wednesday and Saturday at 6 p.m., and St. Louis same evening at 9 p.m., reaching Los Angeles in just three days. This is the best California service in existence. Full particulars from any railroad agent, or J. A. Richardson, Canadian Passenger Agent, northeast corner King and Yonge-streets, Toronto.

INFLAMMATORY RHEUMATISM.—Mr. S. Ackerman, Commercial Traveler, Belleville, writes: "Some years ago I used Dr. Thomas' Eclectric Oil for inflammatory rheumatism, and three bottles effected a complete cure. I was the whole of one summer unable to move without crutches, and every movement caused excruciating pains. I am now out on the road and exposed to all kinds of weather, but have never been troubled with rheumatism since, however, keep a bottle of Dr. Thomas' Oil on hand, and I always recommend it to others, as it did so much for me." ed

Ellen Loved Another.

Ellen Mullens had her husband, William, in Police Court yesterday on a charge of non-support. His defence was that she loved another. He convinced the magistrate that this was so, and the case was dismissed.

Dyspepsia and Indigestion.—C.W. Snow & Co., Syracuse, N.Y., write: "Please send us ten gross of Pills. We are selling more of Parmalee's Pills than any other pill we keep. They have a great reputation for the cure of Dyspepsia and Liver Complaint." Mr. Charles A. Smith, Lindsay, writes: "Parmalee's Pills are an excellent medicine. My sister has been troubled with severe headache, but these pills have cured her." ed

Fined for Neglect.

Magistrate Denison fined J. J. Walsh, 39 Victoria-street, $5 and costs for neglecting to repair defective plumbing in houses 161 and 163 Dowling-avenue.

A Winter Home in Toronto.

Families contemplating closing their homes for the winter months will find in the new Grand Union, corner Simcoe and Front (the most modern hotel in the city, steam heated, baths, electric light, gas, lift, etc.), a perfect home. Mr. Charles A. Campbell will be pleased to give special rates. 246

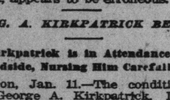
Service of Praise.

The choir of Bloor-street Presbyterian Church are preparing for a grand service of praise, to be given next Monday night. The choir will be assisted by Mr. and Mrs. Blight, Miss Agnes Forbes, soprano, and Miss Edith J. Miller, contralto.

Men who suffer from mental worry and overwork will find prompt relief in Miller's Compound Iron Pills. 50 doses, 25c.

One of the greatest blessings to parents is Mother Graves' Worm Exterminator. It effectually expels worms and gives health in a marvelous manner to the little one.

"WHERE DENTISTRY IS PAINLESS."



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EVERYBODY LOVES HER

Her lips part—you catch a glimpse of pretty white teeth—like pearls they glisten—then you have the secret of her charm, and echo the thought, "What Nature has made so perfect, let no one fail to preserve."

Gold Fillings	*$1.00 up*
Gold and Platina Alloy Fillings	*.50*
Silver Fillings	*.50*
Cement Fillings	*.50*
Cleaning and Whitening the Teeth	*.50*
Painless Extraction, only	*.25*
Set of Teeth	*5.00*

FREE PAINLESS EXTRACTION REF. 9 AND 10

WITH A BIG FLOURISH.

Continued from Page 1.

the company, and at great expense secured a judgment from one of the ablest judges on the bench, to the effect that the allegations made against the company were true, and that it had not been investing its profits as directed by the said Act, and that the price of gas had been kept higher than it should have been, to the disadvantage of the consumers. On an appeal to a higher court, this judgment was reversed; but, as I am informed, merely on a technicality, namely, on the ground that the suit had not been properly instituted, and without the court's going into the merits of the case. Whether the city should aid Mr. Johnston in carrying the present action to a higher court, or should enter a new suit which would be free from technical flaws, I am not prepared to advise; but on careful consideration of the matter in all its bearings, the Council might think it advisable to act along both these lines. I think that in any course we take, we should be guided largely, if not altogether, by the opinion and advice of Mr. Christopher Robinson. In any case proceedings should be taken immediately to have this Act interpreted, so that the citizens of Toronto may receive from the Gas Company their fair share of profits by way of reduced prices of gas, which the Legislature intended. [Applause.]

RAILWAY TO THE ISLAND.

I desire now to call your attention to what I consider the most important work of the year, namely, the securing of the extension of the present Street Railway system to the Island. During the recent municipal campaign I stated many times that I was prepared to stand or fall by the arrangement I had made with Mr. Bertram for the extension of the railway, which arrangement was published in all the newspapers and is familiar to the citizens. The people have endorsed the proposal, and I take it that they are strongly desirous of having the system extended in the manner proposed. With few exceptions there has been no opposition, and I believe the people of Toronto are heartily in favor of the extension being carried out with the least possible delay. To be taken to any part of the Island for a single street railway fare is, it seems to me, the greatest boon that has been secured for the citizens of Toronto in recent years. Practically there is nothing in the way of the extension being made at once, and I should very much like to see the contracts let at an early date, and the work completed this year. The legal difficulties in the way are trivial, but with a view to their removal without delay, I would respectfully ask the Council to instruct the City Solicitor to forthwith make application at Ottawa for authority to construct a bridge over the eastern or western channel, or both, as the city may desire, and also to apply for such change (if any) as may be necessary in the Street Railway Act or the Paving Act, for the purpose of removing any legal objections or technicalities, and facilitating the carrying out of the work. So far as I am personally concerned, my desire and intention is that this extension shall take place this year. There is no good reason why it should be deferred. At the earliest possible date the people should be put in a position to get the full benefit of this improvement, and if the Council will assist me, I have no doubt the work will be done this season.

THE MONEY IS READY.

Taking up the financial aspect of the question, the Mayor showed that the proposal can be carried out without in any way adding to the immediate burdens of the citizens. For the construction of street railway pavements in the years 1892, 1893 and 1894 a sum of $1,067,728.57 was set apart under various bylaws. The annual sinking fund and interest charges on this capital expenditure amount to $131,051. In 1896 the city received from the Street Railway Company in mileage and commutation $138,321. This leaves a surplus of $7270 after meeting all charges. Of the amount raised as above there is still available in the form of unexpended balances $70,000, which can only be applied towards the paving of the spaces between the street railway tracks. There is also a balance of $12,000 appropriated for paving between the tracks on Dundas-street north to Bloor, which it is our intention at present to expend. These two sums provide the city with $82,000, which is immediately and legally available for such a work as the extension of the street railway tracks to the Island.

In the event, however, of the law authorizing the expenditure of street railway revenue having been so drawn as to fail to confer authority for an extension such as that contemplated on the Island, I would suggest the application be made to the Legislature to permit the expenditure of this balance as part of the amount required to make the extension and bridge the channel at the Queen's Wharf. The Engineer's estimate of the cost of the construction of a suitable bridge and roadway for the double tracks is $161,000. The increase of this estimate to $200,000 seems ample to cover all possible contingencies.

METHODS OF FINANCE.

After appropriating $75,000 of the present balance available, it would be necessary to raise $125,000 by an issue of debentures, upon which the annual charges would be $8812.50, which can be met by the present surplus of street railway revenue, and the greater portion of the debentures issued to construct the permanent railway pavements will expire by 1904, at which time there will be an annual surplus revenue of $140,000 from the railway, and the debentures issued for the Island extension can then be wiped out in one year, without making any addition to the tax rate.

The unexpended balance of $82,000, from which we propose to draw for the Island extension, is, as I have pointed out, available only for street railway purposes, and I can conceive of no better purpose to which it can be put than the construction of a railway that will not only very greatly benefit the citizens, but vastly increase the revenue from the Island leaseholds, and also considerably augment the payments of the Street Railway Company to the city for mileage and percentage.

Attention is also called to the fact that the present revenue from the street railway is $7270 in excess of the annual charges for street railway purposes, and that there is a further sum of $23,870 still due from the Toronto Railway Company, and it is recommended that steps be taken to collect the amount.

BRIDGE AT QUEEN-STREET.

Referring to the necessity for a new bridge across the Don at Queen-street, the Mayor again emphasized his message of the previous year, impressing upon the Council that it should be considered. He points out that Queen-street is the leading entrance for all traffic in the eastern part of the city. If a first-class low-level bridge were erected there, all the leading arteries into the city would have good entrances, as this is the only road at the present time without one. There is no reason why a first-class bridge should not be erected this year. It can be financed in exactly the same way as the bridge across the channel.

To those who entertain the hope that a high-level bridge will be erected, I desire to express the opinion that it will be an age, if ever, before such a work is constructed. The proposition is an absurdity at the present time, as there is not a sufficiently large number of trains passing to warrant the city going to such an expense, and I am quite convinced that when the city is forced to construct a bridge, there will be few persons found, who, with all the facts before them, will advocate a high-level structure.

TO ENCOURAGE MANUFACTURERS.

The Cherry-street bridge will shortly be erected, and the agreement with the Toronto Railway Co. to deliver the ashes, etc., from all parts of the city over the bridge to reclaim the Ashbridge's marsh will be signed during the year. It is reported that this work will be done at much less cost than at the present time, and it will be a great advantage to the public to have first-class land made there, so that manufacturers can secure sites from the city on reasonable terms. In this connection let me say that our duty in the future will be to treat manufacturers in a generous spirit. They receive offers of advantages from outside municipalities which are very tempting, and frequently cause them to locate in other places. Toronto is the natural location for the manufactures of this province, and the city will have to deal in a generous manner with those who desire to establish such businesses if we are to secure them.

ISLAND IMPROVEMENTS.

Toronto Island should receive a large measure of attention from the Council this year. If properly dealt with, the land on the Island, which the city now has to lease and which will soon be largely increased in area, can be made to produce an immensely increased revenue for the citizens, and, besides, it could be made a place of great attractiveness and advantage to the people. A proper plan of the Island should be laid out, and all the work done in the future should be done according to this plan, and with a definite object in view. We have done too much civic work without having any special plan before us, or any special object in view, and the result is waste of money and effort.

RENTING CITY PROPERTY.

The Council should also take into consideration the advisability of placing the renting of all city property, from which revenue is derivable, under the control of some competent person. In this connection I may say that I am convinced that if an effort were made, a great deal more land could be leased on the Island than is under lease at the present time. A considerable revenue could also be derived from the city's public halls, which are now merely a bill of expense.

Among other improvements recommended is the placing of the firehalls and police stations under the control of the Fire Committee and Police Commissioners, and the appointing of City Commissioner Coatsworth as Purchasing Agent. The question of adopting some policy regarding the renewal of worn out pavements also requires attention.

The reference to the advantages of using the Public Schools for polling places was well received, and when the Mayor expressed the hope that the arrangement would be a permanent one, he was loudly applauded. The references to the proposals to hold the municipal elections on New Year's Day and to hold the nominations for Mayor in the Pavilion or Massey Hall were also popular, judging by the applause with which they were received.

The Sunday car question was disposed of in the following sentence: It is our duty to conclude an agreement with the Toronto Railway Company and submit the same to the people, as provided by law, in order to ascertain whether or not they are desirous of having street cars run on Sunday.

The amalgamation of the School Boards, equalization of water rates, and advertising the city in the United States were also mentioned as questions deserving attention.

TELEPHONES.

Speaking of the telephone question the Mayor said: "It will be the duty of the Council to deal with the propositions that have been received for the providing of a sufficient telephone service for the citizens. The agreement between the Bell Telephone Co. and the city has expired, and the company has intimated that in future it will not pay a percentage of receipts to the city. At the present time the charges made by the company for telephones are higher than the figures at which two other companies offer to provide them. If these companies are bona fide and responsible, it will be to the interest of the citizens to enter into an agreement with one of them.

AND NOW THE CONTROLLERS.

There was the usual batch of communications read, and everybody was in a hurry to reach the order of business for the nomination of members of the Board of Control. No sooner had this order been called than Ald. Hallam was on his feet to nominate Ald. Lamb. There followed in rapid succession these nominations:

Ald. Leslie, by Ald. Allen.
Ald. Hubbard, by Ald. Saunders.
Ald. Shaw, by Ald. Lamb.
Ald. Spence, by Ald. Carlyle.
Ald. Scott, by Ald. J. J. Graham.
Ald. Gowanlock, by Ald. Dr. Lynd.
Ald. R. H. Graham, by Ald. Preston.
Ald. Sheppard, by Ald. Burns.

The nominations being closed, Ald. Shaw rose and thanked Ald. Lamb and Hubbard, who nominated and seconded him for the distinction which they desired to place upon him. Although he had been out of the Council for the past year, he had not ceased to take a deep interest in public affairs, but there are, he said, others who have been in the Council who are active and deserving members, and who are candidates for that high office. There is his own friend, Ald. Saunders, who has served the city long and well, and Ald. Sheppard, whose public services have not yet been sufficiently rewarded. These two gentlemen represent the centre part of the city, which, from its importance, should, he believed, send a member to the Board of Control. He asked the members of the Council to remember the enormous power which the Board of Control possesses. He then withdrew his name from the ballot paper.

The Mayor expressed his regret at Ald. Shaw's withdrawal, and stated that if Ald. Shaw had allowed his name to remain before the Council his ballot would have borne a cross opposite that gentleman's name.

LESLIE A DARK HORSE.

The ballots were deposited, and the box, having been opened, City Clerk Blevins carefully unfolded each paper, handed it to Ald. Hallam, who examined it carefully to ascertain whether it was correct, and then passed it to the Mayor, who called off the vote. The result was a genuine surprise. From the first it was seen that Ald. Leslie was a winner, and when the 25 ballots were all counted it was found that he led with 13 votes, and with Ald. Sheppard, who had 12, was virtually elected. Hubbard and Scott coming next with nine each. This necessitated another ballot, as the act constituting the Board of Control provides that all three members must be elected on the one ballot.

The second ballot furnished a second surprise. Ald. Spence, being the lowest on the vote, dropped out, and his votes went to Ald. Lamb and R. H. Graham, the old controllers. Ald. Shaw was the third ballot for Ald. Sheppard, on the first ballot, threw him over, and thereby defeated him by one vote, thus illustrating the peculiarities of the system of voting. Ald. Sheppard afterwards, in conversation, attributed his defeat to treachery in his own ward, over which he felt very sore. In this ballot Ald. Leslie led all the way, and gained two above his former vote. The result of each ballot was as follows:

	1st Ballot.	2nd Ballot.
Gowanlock	8	9
R. H. Graham	8	12
Hubbard	9	7
Lamb	8	11
Leslie	13	15
Scott	9	9
Sheppard	12	10

The Mayor declared Ald. Leslie, R. H. Graham and Lamb duly elected.

Ald. Hallam moved the appointment of Ald. Allen, Hallam, Sheppard, Russell, Dunn and J. J. Graham as a select committee to strike standing committees, which was carried.

The Council then adjourned until 3 o'clock, and the members repaired to McConkey's, where they lunched with the Mayor.

COMMITTEES APPOINTED.

Upon resuming, letters favoring the amalgamation of the Public and High School Boards were read from the following candidates for trustees of the High School: Charles Elliott, Dr. Bryans, W. B. Taylor, W. B. Bull, Mrs. O'Connor.

The report of Ald. Hallam's Striking Committee was presented and the Council approved of the following committees:

Legislation Committee—Ald. Frame, Leslie, Hallam, Spence, Saunders, Rutter, Carlyle, Burns, Dunn, R. H. Graham, Scott, and Lynd.

Works—Ald. Allen, Russell, Lamb, Beale, Saunders, Shaw, Hubbard, Crane, Preston, Woods, Gowanlock, J. J. Graham.

Property—Ald. Russell, Frame, Lamb, Beale, Sheppard, Shaw, Carlyle, Burns, Woods, Dunn, Scott, J. J. Graham.

Fire and Light—Ald. Allen, Spence, Sheppard, Hubbard, Dunn, Gowanlock.

Parks and Gardens—Ald. Leslie, Hallam, Rutter, Crane, Preston, Lynd.

Exhibition—Ald. Leslie, Hallam, Rutter, Crane, Preston, Dr. Lynd, Sheppard, Dunn, and Scott.

THEY ARE CHAIRMEN.

Council took a brief recess in order to allow the committees to elect chairmen, which resulted as follows:

Legislation—Ald. Scott, re-elected.
Works—Ald. Saunders, re-elected.
Property—Ald. Burns, re-elected.
Fire and Light—Ald. Hubbard, Ald. Allen retiring in his favor.
Parks and Gardens—Ald. Hallam, re-elected, Ald. Preston, Leslie and Crane retiring in his favor.
Exhibition—Ald. Sheppard, unanimously.

ISLAND RAILWAY SCORES.

The first test as to the opinions of the Council upon the Mayor's proposal for an Island railway was obtained when the question of appointment to the Harbor Trust came up. Ald. Leslie nominated Ald. Carlyle, and Ald. Spence and J. J. Graham were also nominated. It had been previously arranged that the two last-named would go on the Harbor Trust, and when Ald. Carlyle was proposed, the Mayor declared that he had not interfered in the nomination of members of the respective committees, but he pointed out that some features of the Island railway scheme would have to be dealt with by the Harbor Board and it was important that the Council should have the assistance of that board in carrying out the extension.

Ald. Preston suggested the advisability of the candidates expressing their views upon the question of the Island railway extension.

The Mayor stated that all he wanted was that strong men be selected to represent the city on the board and pointed out that the Board of Trade sends two representatives and the Government one.

The members in chorus called for the views of the candidates.

Ald. Carlyle was the first to express his opinion, and declared himself in favor of an Island railway, but was not in favor of the method of financing suggested in the Mayor's message, holding that a bylaw should be submitted for the approval of the ratepayers before the money was spent. He had no objection to the bylaw being submitted on the same day upon which the Sunday car vote is taken, provided a separate ballot is provided.

Ald. J. J. Graham is in favor of the Island railway and thought that the Mayor's proposal respecting the finances could be carried out.

Ald. Spence would do his duty if elected to the board. He contented himself by stating that his views upon the Island railway extension were well-known and if the Mayor's proposal is carried out he believed it would be one of the greatest boons that could be conferred upon the citizens.

The ballot resulted in an overwhelming victory for the Island railway policy, Ald. Graham receiving 20 votes, Ald. Spence 17 and Ald. Carlyle 11.

REPRESENTATIVES APPOINTED.

The next order of business was the election of six representatives on the High School Board, for which the following were nominated: W. E. Caiger, Mrs. Susan O'Connor, Charles Elliott, Dr. R. A. Fyne, Harry Parr, ex-Ald. Boustead, George L. Wilson, Dr. John Hunter, Elgin Schoff, Dr. Ferguson, Dr. Bryans, B. H. Scott, William Bell, W. B. Taylor, R. A. Burns, Dr. E. H. Adams, W. Bull and J. A. Currie.

The first ballot resulted in the election of Mrs. O'Connor, with 16 votes, G. L. Wilson 14 and J. B. Boustead 13. The lowest vote was given to Mr. Currie, who dropped out on the second ballot, which resulted in no election. Upon a third ballot W. E. Caiger received 13 votes and was elected and the fourth ballot was necessary to give Dr. J. A. Ferguson 14 and Elgin Schoff 13 votes, electing them.

Upon motion of Ald. Lamb, the following representatives were appointed upon the Victoria Industrial School Board: Ald. Preston, Beale, Frame, Rutter, J. J. Graham, Scott and Crane, which was carried.

Ald. Hallam's motion to re-elect Mr. John Taylor upon the Free Library Board was carried unanimously.

For the Court of Revision, to the seat upon which a salary of $500 is attached, there were two candidates, ex-Ald. Collins, who was nominated by Ald. Burns, and P. G. Close, nominated by Ald. Saunders. A ballot resulted in the election of Mr. P. G. Close by a vote of 15 to 10.

The Mayor re-appointed Mr. D. M. Defoe as his representative on the Court of Revision.

There were three nominations for the two vacant seats upon the Local Board of Health, Ald. Preston, proposed by Ald. Leslie; Ald. Carlyle, by Ald. Burns, and Ald. Allen, by Ald. Saunders. The ballot resulted as follows. Ald. Preston 24, Ald. Allen 16, Ald. Carlyle 10. The two first named were elected.

TECHNICAL SCHOOL BOARD.

Ald. Lamb presented a whole ticket for the Technical School Board, but there being some opposition, the resolution was taken up seriatim. The following were adopted unanimously: Trades and Labor Council: John Armstrong, Charles March, R. Glockling, and A. W. Holmes. Ald. Shaw wanted to substitute the name of Alfred Jury for that of A. W. Holmes, but withdrew the proposal, when he learned that the Trades and Labor Council had selected the delegates named in the resolution. Architects' Guild: Messrs. Wickson, and Langton, and Manufacturers', F. B. Polson.

There were three nominations for representatives of the Stationary Engineers, as follows: Ex-Ald. Bell, and A. M. Wickens, by Ald. Lamb, and J. J. Maia, by Ald. R. H. Graham. The ballot resulted in favor of Messrs. Wickens and Maia, the vote being: Wickens 21, Main 16, Bell 10.

For the representatives of the Educational interests there were four candidates, Prof. Galbraith, Dr. Orr, J. A. Paterson, Hugh McMath. The ballot resulted as follows: Galbraith 15, McMath 14, Dr. Orr 11, J. A. Paterson 8, the first two being elected.

THE MAYOR AND THE PRESS.

The business was concluded and the members were about leaving their seats when the Mayor rose and stated that he desired to bring before the notice of the Council a matter which he believed it was his duty to notice of. He then referred to an article which appeared in The World on Saturday last, outlining the method by which the Island railway might be financed upon the basis which he suggested in his message. He also referred to an item which appeared in an evening paper in connection with the same question, and declared that this information could only have found its way into the newspapers through the medium of the City Treasurer's staff. It was not right, he asserted, for the officials to give the "tip" to newspapers when he was laying information before the Council in order that his message might be forestalled.

Ald. Scott suggested that censure of the Treasurer's staff be deferred until the matter had been properly enquired into.

Ald. Hallam declared that no information whatever should be given out until it has been given to Council through the proper channels.

Ald. Leslie enquired whether the information referred to could not have been obtained by any alderman as well as the Mayor if they had asked for it.

The Mayor admitted this was the case.

Ald. Leslie: Then what harm was done if the press published it? It was simply forestalling your message. Any intelligent citizen of Toronto could also get the information from the records if he went and asked for it.

The Mayor persisted in the opinion that it was a dishonorable act on the part of the official who volunteered the information.

Ald. Carlyle thought that officials should not give information without proper authority. Any private firm would think short work of any employe who did so, and the Council should protect itself also.

SERVANTS OF THE PEOPLE.

Ald. Sheppard pointed out that there was a great difference between the case of a private firm and that of the city of Toronto. He reminded the previous speakers that they were only employes of the public themselves and the public who paid the money had a perfect right to have the fullest information upon everything relating to the public expenditure.

The Mayor again returned to the attack, and, finding that the Council was opposed to doing anything beyond referring the matter to the Board of Control, became somewhat nettled and declared that he did not care how much he worked, and that if, nothing would convince him that the information concerning the enquiries he was making in reference to the island railway had not been voluntarily communicated to the press by one of the Treasurer's staff.

The World representative having received permission to address the Council, expressed his regret that the Mayor had seen fit to cast aspersions upon the veracity of any representatives of the press at City Hall, especially in view of the fact that no man owed more to the press than did the Mayor himself. He then informed the Council that The World had obtained from the Treasury Department such information as was contained in the published reports of the department, and that he had received the cue as to where the Mayor expected to find the funds from His Worship himself several weeks since.

The Mayor could not see why The World had not in that case published the information at the time it was obtained, but was informed that The World representative exercised his own discretion in regard to the time of publication of any information he might have.

The matter was dropped, but will probably be taken up by the Board of Control.

The Council then adjourned.

Personal.

Hon. David Mills is at the Walker.

R. M. Buck, London, is at the Queen's.

J. D. Wilkinson, London, is at the Rossin.

F. B. Wright, Port Hope, is at the Rossin.

William Thomson, Orillia, is at the Rossin.

Thomas B. Greening, Hamilton, is at the Rossin.

John A. Barron, Q.C., Lindsay, is at the Walker.

Robert Quinn, Hamilton, is at the Queen's.

Capt. Sullivan, Sault Ste. Marie, is at the Walker.

E. F. N. and T. W. Seagram, Waterloo, are at the Rossin.

Sir Richard Cartwright registered at the Rossin last night.

A. Foster, Berlin, and A. H. Macdonald, Guelph, are at the Walker.

J. P. Donnelly, Port Arthur, and J. R. Grant, Winnipeg, are at the Walker.

Hon. W. G. Gordon, cousin of Barrister W. G. Murdoch, has been re-elected Speaker of the Michigan State Legislature.

At the Grand Union are: N. S. Robinson, Buffalo; J. S. Wardell, Victoria Harbor; John Barry and sons, Syracuse; N. H. Breen, Owen Sound.

Mr. Walter C. Hatley, formerly of Brantford and now of the Chicago Stock Exchange, called on his old friend, Hon. A. S. Hardy, yesterday.

Mr. M. C. Ellis of the P. W. Ellis Co. left yesterday for New York on a purchasing tour. The buying in of spring stock is, as a rule, taking place earlier than usual this year.

Rev. Dr. Griffin, Secretary-Treasurer of the Superannuation Fund of the Methodist Church, has resumed work in his office in the Wesley Building, Richmond-street, after a hard fight with the after effects of typhoid fever.

The following are guests at the Tremont House: A Tripp, J McAuley, Victoria, B. C.; Mrs. Powell, Guelph; B E Brooke, T E Hay and wife, Listowel; J Robinson, Hamilton; Miss Stricker, Ottawa; J W Coleman, Palmerston; T Meredith, Yorkton, Assa.; C J Gordon, Guelph; George J Rowe, Bowmanville; J A Walker, Picton; N.S.; H Zinkan, E S Busby, Southampton; T W Spires, Kingston; W A Lawson, Hamilton; E Robinson, Lindsay; Mrs Graham, Penetang; W Brownlee and wife, Chicago; T L Bailee, Penetang.

PUBLIC AMUSEMENTS.

HARRY FURNISS.

An appreciative audience gathered in Massey Hall last evening to hear and see Harry Furniss, London Punch's artist, give his entertainment, entitled "The Humors of Parliament." The "lecture"—the artist objects to this word being applied to his performance—consists of a series of clever and amusing snap shots on life in and about the British Commons and House of Lords, the entertainer's running comments being illustrated by stereopticon views, showing his caricatures of the leading figures in Parliament. The peculiarities of

bearing, gesture, voice and manner of speech evidenced by the chief Parliamentarians, from Beaconsfield down to the newest members of both Houses, are graphically depicted, while the audience is incidentally afforded a lot of curious information concerning the quaint customs and institutions of Parliament still in vogue.

The entertainment starts with a morning scene in the Commons, when the attendants are preparing the elegant chamber for the members, who are to assemble later, and the debates and general proceedings are sketched in detail until the final division of the night.

It is in the second section of the entertainment that the great caricaturist is seen at his best. Such men as Beaconsfield, Gladstone, Salisbury, Lord Randolph Churchill, Chamberlain, Balfour and the Duke of Devonshire are shown in debate, the peculiar personal traits characteristic of each being humorously exaggerated, and the strong points being touched upon in passing.

Among the most interesting of the serious remarks made by Mr. Furniss was one to the effect that Hon. Joe Chamberlain, the present Colonial Secretary, who had been

"Nihilist, Radical, Liberal and Liberal Unionist," was now on the verge of Torydom, and that as soon as he would rise to be Duke of Great Britain and a Peer of the realm.

In presenting a life-like sketch of our own Edward Blake, the lecturer made a statement worth repeating. He said that in the British Commons Blake is credited with a great deal of reserve force, and it was to be hoped that he would come out of it, so that he would shine at Westminster as he had done at Ottawa.

Most of the audience took this remark to have a double meaning.

The entertainment will be repeated this evening, To-morrow Mr. Furniss goes to Hamilton, and on Thursday in Massey Hall he will present "America in a Hurry," being a skit upon the people of the United States.

The cuts of Mr. Furniss accompanying this notice were made from special drawings by the caricaturist for The World.

STRONG SHOWS AT POPULAR PRICES.

Gus Williams and his merry company are billed to occupy the boards of the Toronto Opera House this week. As the popular German comedian was unable to come, owing to serious illness. He is now in a Chicago hospital. Manager Small did not receive intimation of his inability to come to Toronto until it was too late to secure another attraction to fill the date, consequently the "ever popular" will be "dark" for the week, but will be reopened on Monday by "The Cotton King," with its stage effects, surroundings, scenic effects and accessories, a great cast and every requisite for a strictly first-class presentation of this magnificent English drama. "The Cotton King" will be followed by perhaps the strongest line of attractions that have ever been presented in this city at popular prices, among them, the Black Patti Troubadours, headed by the greatest slinger of her race, Madame Sissieretta Jones; the distinguished actor, McKee Rankin in the latest New York success, "True to Life." Al. G. Field's White Minstrels, who have hitherto appeared here only at high prices; the popular comedians, Ward and Vokes, in a new edition of "A Run on the Bank"; "Tribby," by special arrangement with A. M. Palmer; Wm. A. Brady; Charles Darrell's new English play, "When London Sleeps," and many others. The sale of seats for "The Cotton King" engagement will begin on Thursday at 9 a.m.

YVETTE GUILBERT.

The sale of seats for Yvette Guilbert, who appears at the Grand next Tuesday evening, opens on Thursday morning. Guilbert will be assisted by several well-known operatic artists. The prices will range from 50 cents to $2.

THIS WEEK'S VAUDEVILLE.

The Auditorium Music Hall has the largest seating capacity of any theatre in the city, but it was hardly large enough to contain the crowd which wanted to see the vaudeville show given there. The performance was clever in every detail, and pleased the audience in every part of the house, each "turn" being encored again and again. Miss Mamie Dillon sang "Mr. Johnsing, Let Me Loose," over and over