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THIRTEENTH YEAR. SATURDAY MORNING, JUNE 24 1893--SIX PAGES. ONE CENT.

463 LIVES LOST

H.M.S. Victoria Sunk Off Tripoli.

RAMMED BY A SISTER SHIP

She Sank So Quickly That Escape Was Impossible.

ADMIRAL TRYON AMONG THE LOST

Only Two Hundred of the Crew Were Rescued.

THE DISASTER UNEQUALLED FOR MANY YEARS.

The Collision Occurred While the Vessels Were Manœuvering in Column—The Victoria Heeled Over and Now Lies Upside Down—In the Commons and Lords the News Was Received With Sadness—Messages of Sympathy From All Countries—Meagre Information Yet to Hand.

LONDON, June 23.—A most terrible calamity has befallen the British battleship Victoria, flagship of the Mediterranean squadron, and hundreds of lives have been lost.

The Victoria, which flew the flag of Vice-Admiral Sir George Tryon, K.C.B., was run into off Tripoli by the British battleship Camperdown, also belonging to the Mediterranean squadron and under the command of Capt. Charles Johnstone.

The Victoria had an enormous hole made in her side, through which the water poured in torrents. The immense hull of the Victoria at once began to settle, and before those on board of her could cast loose their small boats she went to the bottom, carrying down with her nearly all on board. Some of the officers and crew managed to get out of the suction caused by the sinking vessel and were rescued.

Among those lost is Vice-Admiral Tryon. The first report of the disaster stated that about 200 men had been drowned, but later despatches show that the loss of life was far greater, not less than 400 of the officers and crew of the Victoria having gone down with their ship. She was of 10,000 tons and 11,500 horse power and carried 10 guns.

Admiral Sir George Tryon was commander-in chief of the Mediterranean station. He was made a vice-admiral Aug. 20, 1891.

Rear-Admiral Markham's Report.

Rear-Admiral Albert H. Markham of the Trafalgar, the flagship of the Rear-Admiral in the Mediterranean, has telegraphed to the Admiralty from Tripoli, under date of to-day as follows: "I regret to report that, while manœuvring off Tripoli this afternoon, the Victoria and Camperdown collided. The Victoria sank in 15 minutes in 18 fathoms of water. She lies bottom uppermost. The Camperdown's ram struck the Victoria forward of the turret on the starboard side. Twenty-one officers were drowned. Two hundred and fifty-five men were saved. The injury to the Camperdown has not yet been fully ascertained, but it is serious and will necessitate her going on dock for repairs. I propose to send the survivors to Malta."

Could Not Close the Bulkheads.

As soon as the officers of the Victoria saw that there was danger of their ship foundering, orders were given to close the collision bulkheads in order to keep the water in the compartments into which the Camperdown had shoved her ram. The sailors tried to obey the order, but the ship was making water too fast to allow of closing the bulkheads, and while the men were still trying to shut them, the ship with her immense guns and heavy top-hamper turned over and carried them down.

As soon as the news of the disaster became known in London the Duke of Edinburgh, who was lately promoted to the position of Admiral of the Fleet, visited the Admiralty and conferred with the officials there. A meeting of the Admiralty Board was held and a telegram of instructions was sent to Rear Admiral Markham.

Capt. Bourke was in command of the Victoria when she sank.

According to the navy list the principal officers of the Victoria were: Vice-admiral, Sir George Tryon; captain, Maurice A. Bourke; commander, Charles L. Ottley; chaplain, Rev. Samuel S. O. Moriss; fleet surgeon, Thomas Bolster; fleet paymaster, Valentine D. J. Rickord; fleet engineer, Felix Foreman.

Officers Who Were Lost.

The complement of officers and crew of the Victoria comprised 600 men: The list of officers drowned include besides Vice-Admiral Tyron, Chaplain Morris, Lieut. Munro, Fleet Paymaster Ricktord, Fleet Engineer Foreman, Engineer Harding, Assistant Engineers Deadman, Hatherly and Seaton, Gunner Howell, Boatswain Barnard, Carpenter Beall, Midshipmen Inglis, Grieve, Fawkes, Langon, Henley, Gambier and Scarlett, Cadet Stooks and Clerks Allen and Savage.

A change had recently been made in the commander attached to the Victoria, Charles L. Ottley having been detached and succeeded by Commander Fellecome, who was saved, as were also Capt. Maurice A. Bourke and 15 other officers.

Where the Collision Occurred.

The first despatches concerning the accident led to the belief that the disaster had occurred off the coast of Tripoli, in northern Africa. Later advices show that the scene of the calamity was near Tripoli, a seaport town on the eastern Mediterranean, 50 miles northeast of Beyroot, Syria, and a comparatively short distance from the Island of Cyprus.

A Former Accident to the Victoria.

In January of last year the Victoria ran aground off the Greek coast, near Plateau, and she was only floated off after an immense amount of labor and large expense. It was said the accident was due to carelessness.

Hon. Maurice Bourke, captain of the Victoria, and a son of the late Earl of Mayo, who is the youngest post captain in the British navy, was held responsible for the accident, and was severely reprimanded by court martial.

Latest Particulars.

LONDON, June 24—A dispatch received at 2 o'clock this morning from Beyrout says that the collision occurred at 5 o'clock yesterday afternoon about seven miles from Tripoli. The vessels were almost at right angles when the Victoria was struck. Those on the Victoria's deck at the moment of the collision scrambled away and were rescued by boats from the Camperdown and several other vessels. The men below had no time to reach the deck. The sudden heeling of the Victoria caused her to begin to fill immediately and no escape was possible. She went down in 80 fathoms of water. It is difficult to obtain the names of the rescued as they are aboard several vessels, and so far all efforts have been devoted to recovering the bodies. Shortly after the collision five bodies were taken from the water, one of them the body of the chief paymaster. They were buried last evening with military honors at Tripoli. The Camperdown was severely damaged forward in the collision. Temporary repairs will be made and she will then start for home.

It is said here that several times the Victoria had shown weakness in her steering gear.

Excitement in London.

The news of the calamity has caused the most intense excitement, not only among those who had friends aboard the ill-fated ship, but among all classes of the population. The Admiralty office in Whitehall is besieged by relatives and friends of the officers and crew, reporters seeking further details of the disaster and throngs of people attracted by curiosity. So dense was the throng in the vicinity that the Admiralty officials were compelled to summon the police to restrain the crowd.

No information has been received at the Admiralty since the receipt of Rear-Admiral Markham's first official telegram.

Description of the Victoria.

The Victoria was a single turret ship, carrying two 110-ton guns, mounted in a forward turret coated with 18 inches of compound armor, one 10-inch 29-ton gun, firing aft, and abroadside auxiliary armament of 12 6-inch 5 ton guns. Of artillery of smaller nature she carried 21 quick firing and eight machine guns. Her maximum speed was 16.75 knots. She could stow 1200 tons of coal in her bunkers, and her radius of action at 10 knots speed with her full complement of coal was estimated at 7000 knots. Her armored belt and bulkheads consisted of compound armor from 16 to 18 inches in thickness. She was built at Elswick.

The Queen Receives the News.

All official telegrams in regard to the loss of the ship will be sent at once to the Queen at Windsor Castle. Her Majesty has ordered the postponement of the state ball, which was to have taken place at Buckingham Palace to-night.

Mr. Gladstone was greatly shocked when he received the news of the disaster. He informed the House of Commons of the accident and paid a most glowing tribute to the worth of Vice-Admiral Tryon, who, he said, was one of the ablest and most esteemed officers in the service.

On the evening following the afternoon of the disaster Lady Tryon, who arrived from Malta three weeks ago, was holding her first reception of the season.

Two hundred guests were present. When the news of her husband's death reached her she fell, in a faint. The state Consort and other royal functions on the program for next week have been postponed. The Lord Mayor has opened a relief fund for the benefit of the families who lost members in the disaster. The morning newspapers are filled with articles describing the vessels and with obituaries of the most conspicuous officers lost. All publish leaders extending condolence to the friends of the drowned men. Every leader eulogizes Admiral Tyron. The daily News asks: "Shall we to pay so much in millions and broken hearts only to learn that the compartments system is a delusion and a snare." The Times says: "The enquiry into the causes of this disaster must be searching and exhaustive, the punishment, if blame be found to exist, adequate and unflinching. Only so can the lesson be turned to account. The true lesson is not that manœuvres at sea are too hazardous, but that, only by incessant practice of evolutions at high speed can the navy be fitted out for the necessities of war.

Sympathy of the Commons.

Mr. Gladstone said there were 611 officers, seamen and boys, and 107 marines on board the ship. It was feared, of this total of 718 souls, 430 had been lost. He was sure the deepest sympathy of the House would be felt for the brave men who had found an early grave in the service of their country, and that it would be extended to their relatives and friends.

Lord George Hamilton, formerly First Lord of the Admiralty, endorsed everything Mr. Gladstone had said, and expressed the deepest regret for the calamity that had befallen the country in the loss of so many brave officers and men.

In the House of Lords Earl Spencer, First Lord of the Admiralty, referred to the disaster in terms similar to those employed by Mr. Gladstone in the House of Commons. Among those saved is Lord Richard Gillford, Vice-Admiral Tryon's flag lieutenant and eldest son and heir of the Earl of Clanwilliam.

The details of the accident are very meagre.

Emperor William's Condolences.

The Duke of Edinburgh has received this despatch from Emperor William II.: "Words cannot express our horror. We all sympathize with our British comrades as tokens of our sympathy, your ensign is flying from the main mast of our vessels, with our ensign at half mast according to my orders."

The Duke of Edinburgh replied: "The British navy and nation feel deeply the sympathy expressed by Your Majesty and our brother officers of the German navy for us in this great disaster."

The Disaster Unequalled In Naval Annals

The accident to the Victoria has never been equalled in fatal results in naval annals of recent times. The foundering of this newest type of warship calls to mind a similar accident, as far as great loss of life is concerned, that befel the English line of battleship Royal George in 1782. In that year the Royal George carrying 108 guns was lying off Spithead. She had been keeled over for repairs, when a sudden gust of wind caused her to keel over until the sea entered her open ports. She filled and went down with all on board, including Rear-Admiral Kempenfelt. A number of women were on board at the time and they, too; were drowned. Altogether about 600 persons lost their lives in that disaster.

AMERICAN NAVAL OPINION.

Is the Collision Emphasizes the Efficiency of the Ram as a Weapon.

WASHINGTON, June 23.—The news of the sinking of H. M. S. Victoria caused a profound sensation at the Navy Department. No marine disaster, accompanied by such heavy loss of life, has been known in this country for many years, the heaviest in kind probably being the loss of the U. S. S. Huron off Nagshead about 15 years ago. Such great disasters are, fortunately, rare in Naval history, although the British navy has known of them in the case of the sinking of the Vanguard by the Iron Duke off the Irish coast, and the Germans have had a bitter experience in the case of the Grosser Kurfurst, a magnificent ironclad which was in collision and sank when attempting to enter Spithead.

Naval officers here feel that one result of this catastrophe will be to emphasize in a striking manner the terrible efficiency of the ram as a whole upon naval offence.

Ocean Liners' Flags At Half-Mast.

MONTREAL, June 23.—On receipt of the terrible news here the ocean liners in port lowered their colors to half-mast, and the bulletin boards in front of the newspaper offices were scanned by thousands of people. Manifestations of sorrow because of the calamity are heard on all sides in Montreal.

ELECTRICITY IN THE COUNTY.

The York Council Inspect the Metropolitan Railway, and Predict Great Benefits From Radial County Roads —A Marvelous Machine Promised to Farmers.

Last night at 7 o'clock the County Council, through the courtesy of the Toronto Street Railway, boarded the elegant private car of that road, and where taken up Yonge-street to the C.P.R. crossing, where cars of the Metropolitan ran them up to its terminal at York Mills and back. The trip was made at high speed and with perfect safety. They were all under the pilotage of Mr. Moyes, the manager of the Metropolitan. Returning to the Clyde Hotel a little spread awaited them, and a couple of hours were spent in discussing it and electricity. The councillors of York are all alive to the benefits of the new motive power, they are able to congratulate themselves that York had been the first county to introduce it, that already four roads were radiating from Toronto in four different directions through the county, that all these were under process of extension and that in a short time electric energy would not only transport all the farmers and their produce, but do the work of the farmers themselves on their farms. Mr. Moyes stated that only two days ago he had been shown the plans of a new agricultral machine driven by a current picked up from a wire passing over ehe main roads, which would do all the work of the present threshers, mowers, reapers, plows, etc. This machine would revolutionize farming. All the speakers congratulated Warden Russell on his hospitality and his conduct in the chair. Mr. Maclean of East York said that electric railways carrying freight and passengers would soon bring the steam railways to their senses in the way of charges and the steam roads would soon see the wisdom of conceding a two-cent passenger rate. Reeve Stephenson of East Toronto regretted that the road to Scarboro would not be running until Monday, but at the next session he hoped to take the council over that line. At the present moment 18 wagons costing $4 a day each, or $72 a day in all, were drawing milk into Toronto along the Kingston-road. The new electric road would get all this business and from this source alone, if they did not get a passenger they pay expences. Messrs. Stokes, Brian and Stephenson as prospective warders were all toasted.

The Passing Month.

'Tis nearing the end of June—the "rare' June days" of the poets will soon be past. And Dineens' great June sale of hats will end with the month.

To-day is an important day at the corner of King and Yonge-streets. To accommodate the large crowds that are daily taking advantage of the special sale the store will remain open until 10.30 to-night.

This is children's day, and among the hundreds of customers will be many parents taking advantage of the school holiday to purchase summer hats and caps for their offspring.

Hats of every style and design in the best makes and materials are to be had at Dineens' at prices that cannot be equalled elsewhere.

The Sunday World.

If you go home to-night without a Sunday World you will not only regret it yourself, but will be sure to be asked for the paper by some member of your family. It will contain matter of interest to everybody and besides all the latest news, home and foreign, sporting, general and society, will include the following special features:

George W. Smalley on Home Rule Prospects and Political Affairs in Britain.

Heretics I Have Known, by Ebor.

Toronto Ladies Who Smoke Cigarettes and Notes and Comments, by The Captious One.

Purchasing for Women and Recent Journalistic Honors, by The Spectator.

Stinson Jarvis' New York Letter.

Racing, Past and to Come, by Pop.

Men and Women of To-day; Famous People of Whom the World is Talking.

Reminiscences of Ascot, by Brownhead.

This Year's Speedy Trotters; Developed Sires. Plays of the Past Season, by Touchstone.

Weddings in Society, Entertainments of Society, Engagements of Society and Gossip of Society, by Arachne.

The Chapel Royal, St. James'.

Some Summer Fashions; Beautiful Costumes Worn at Ascot and at Longchamps.

Editorials—A Dearth of Great Men, Matrimony by Advertisement, The End of the Churn, When Forgetting is a Virtue, Militarism in Germany, Another Warning to Toronto.

An Actress About Whom all London is Talking.

Short Stories. Humor and a great deal of Miscellaneous Matter, plentifully illustrated.

The subscription price to the Sunday World, delivered between 10 and 11 on Saturday night to any address in the city, or mailed free, is $2 per annum, 500 a quarter or 20c a month; single papers 5c.

Try Taylor's "Special White Rose." 246

Striking Pictures from New York.

Dealers in the city are displaying to good advantage this week's copies of "New York Truth" and "Music and the Drama." John P. McKenna, the newsdealer and publisher, 80 Yonge-street, is making a special run on both, the centre picture of Truth is one of the most striking that has yet appeared.

Baseball—Coty or McGarry to-day?

Jules Merman & Co.

Of Bordeaux, who have taken gold medals in Paris, Naples and Bordeaux over all competitors for their Clarets, have appointed William Mara, 79 Yonge-street, their agent for Canada. The claret is sent out in casks and bottled in W. Mara's cellars. This means a reduction of at least $2 per doz. Only one profit from the vineyard to the consumer.

Cures Indigestion when all else fails. Adams' Pepsin Tutti Frutti. See that Tutti Frutti is on each five cent package

Personal.

Mr. W. D. Grand of New York is in town.

Rev. J. B. Brown has resigned the pastorate of the Niagara Falls and Niagara Falls South Baptist Churches.

Dr. W. H. Pepler has returned from Johns Hopkins, Hospital, Baltimore, where he has been taking a special course of study.

Mr. Joseph Shanstone and Mr. C. D. Massey, secretary and treasurer respectively of the Massey-Harris Manufacturing Company, were yesterday elected members of the Board of Trade.

Miss Drummond, artist, left the city yesterday for a few weeks' outing. She goes to join her sister, Mrs. Vanegmond, at Egmondville, and will sketch on the shore of Lake Huron at Bayfield and Goderich.

Miss Lilli Kleiser, the well-known young mezzo-soprano, leaves town to-day for a concert tour to the Pacific coast, supported by Mr. Fred. Warrington, Mr. J. K. Cameron and Miss Minnie Martin.

Charles Venable and wife, Miss Venable, Master Venable, Virginia, U.S.; Mrs. Currie, Brantford; J. C. Garry, wife and son, Worcester, Mass.; John Chalmers, Buffalo; C. W. Harrick, M.D., Buffalo; A. L. McKechnie, Mount Forest; F. P. Daniels and wife, Ayr, are at the Elliott House.

George Hudson, Arthur; J. Harris, Mitchell; J. W. O'Connor, Niagara Falls; Dr. H. Hawby, Niagara Falls; William Buck, Niagara Falls; J. W. Bennett, Plymouth, England; J. W. Connor, Flesherton; W. J. Moffatt, Flesherton; R. F. F. Pollard and wife, Ottawa; Mrs. T. Cunning, New York; William G. Warren, New York; Robert Johnson, Burlington; John Dennis, Chicago, are at the Metropole.

Mr. George W. Leslie of Leslieville was taken suddenly worse yesterday afternoon and was reported to be very low last night.

Why suffer with toothache when Gibbons' Toothache Gum will afford instant relief? 246

THE VOTE ON SUNDAY CARS.

THE MAYOR SUCCEEDS IN TEMPORARILY DELAYING IT.

His Objections Are Ones That Can Easily Be Remedied, However—Scores of Letters From Clergymen, Lawyers, Workingmen and Others Urging That a Vote Should Be Taken.

At the meeting of the City Council yesterday Ald. Leslie presented the petition of Canon Du Moulin and 1324 others in support of a petition presented Monday evening to the council containing the names of over 5000 petitioners asking that the question of Sunday street cars be submitted to the people on Wednesday, July 19. He explained that if there was to be a discussion on the question he would prefer not having it considered until after the estimates had been disposed of, as he wished to retire on account of the extreme illness of his father.

It was decided to press the question to an issue, and Ald. Crawford took the floor. He objected to submitting the bylaw to the people when so many of the residents were out of town and cautioned the members not to be bulldozed into having a snap vote taken.

Ald. Carlyle claimed that the council did not possess the power to submit such a vote to the people of Toronto. The Legislature alone, said he, what bylaws shall be submitted as those concerning the raising of money or connected with the liquor traffic. No machinery for the submitting of the Sunday street car question had been provided, therefore the submission of the scheme must necessarily be illegal. Any citizen could take out an injunction to prevent the vote being taken.

The worthy aldermen then lost his head completely in his zeal to burk the question. He declared that he knew the election would be conducted on unfair lines, as inquiries had already been set on foot as to how the people in the cemeteries were going to vote.

Ald. Leslie rose to a point of order. He questioned the right of Ald. Carlyle to make such statements.

Ald. Carlyle, in substantiation of his contention, stated that a certain newspaper (The World) had published interviews with every one in the cemeteries they could get hold of. In to-day's issue of The World, the paper which is the recognized agent of the railway people, had published interviews which the reporters had held with the caretakers. He boldly charged that these reporters were in the cemeteries for the purpose of loading up the voters' lists.

The Mayor held that as there was no machinery for taking the vote the question was clearly out of order. There was nothing to prevent an injunction being issued on this very ground to restrain the council from carrying out the proposed line of action, as there was no provision whatever for checking the ballots. The expenditure of the money would be illegal.

Ald. Leslie interrupted His Worship just here to ask if the vote which was taken before on this question was illegal.

The Mayor asked to be allowed to make a distinction and explained that as long as there was any question to be decided when the ballot box was properly protected 50 other questions could be submitted to the voters at the same time.

In the present case there had been no provision made by the Legislature for the proper checking of the ballots. If a vote was taken on the question now although the returning officer might know that an impersonator was canvasing a vote he would be unable to challenge him.

Ald. Leslie then moved that the question as to the legality of submitting the question of Sunday street cars to the people be referred to the City Solicitor, who would also state, if the action was illegal, how it could be legalized and how the necessary expense could be met.

The motion carried and a special meeting of council will doubtless be called when Mr. Biggar expresses his opinion on the subject.

Ald. Leslie expressed the opinion that the council would take steps if necessary to formulate a money bylaw for submission to the people, when the Sunday car problem could be propounded at the same juncture.

J. J. McLaren, Q. C., headed a deputation of about 50 members of the Sabbath Observance Association, who were present to protest against the submission of the question to the people. The speakers were to have been Rev. Dr. Sutherland, Rev. D. J. Macdonnell, Henry O'Brien and J. K. McDonald, but as the question was not pressed the deputation retired.

OPPONENTS WEAKEN.

Chairman Allen Doubtful That the Sabbath Observance People Can Succeed.

The Sabbath Observance Association held a meeting yesterday afternoon in the offices of the Upper Canada Bible Society. There was a fair attendance. The chairman, Hon. G. W. Allan, expressed his doubts as to the ability of the association to defeat the movement, as they had in the past. Every effort, he thought, should be made to delay the vote on the question and prevent the Sunday car people from striking while the iron was hot. This was the most that could be done.

A deputation consisting of J. J. Maclaren, Q.C., Rev. W. Frizzell and Rev. P. C. Parker were appointed a committee to request delay from the City Council.

Public Opinion Calls for a Vote.

John J. Daly, assistant librarian, Osgoode Hall, writes: The World deserves great praise for its stand on this matter. Those who do not wish to use Sunday cars, by all means let them walk.

Frank J. Phillips of the Cobban Manufacturing Co. writes: Enclosed please find petition in favor of Sunday street cars, signed by myself and some of our employes (43 names in all, I hope you will succeed in your efforts this time. Toronto cannot longer delay in this matter. Being a public necessity it cannot be followed by any but good results.

Young Canuck writes: I have often wondered why Canadian people always endeavor to go against their own interests, more especially when they have the wonderful advantages of the Mother Country to look to. In London busses, tram cars and underground railways are running 365 days in the year, and there has never been a Sabbath sin laid at the doors of these public conveniences. No day is more observed in the "greatest city of the world" than the Sabbath. It seems to me that a number of men, who can never become notorious by their greatness, wish to take an opportunity, like the present question, to make themselves conspicuously ridiculous by kicking against a harmless public benefit. Now, I venture to say that in consideration of the Sunday benefit (street cars) running that our churches will have larger congregations, and people who never go to church will find their way to God's house, just because they can see how beautiful and grand this world is, by having an opportunity of getting out into the open country, where nature tells all that God reigns supreme."

The Secret of the Ministers' Opposition.

Mr. Larratt W. Smith, LL.D., said: "I have many times expressed my opinion on the subject strongly and at length. It is not a question that affects me so much as it does some others; I have a carriage and horses and can drive to church. However, if for any reason I cannot drive I stay at home, because my health will not admit of my walking to church. It is all very fine for people to tell you to go to any church that is at hand, but a man loves the church that he has gone to all his life. The result of the Sunday car service would be that the churches which have brilliant men for pastors would be largely attended, and those whose pastors are mediocre would be empty; that is the secret of the bitter opposition of many ministers. In the name of common justice we should have them. As for these people who howl against them, can they not refuse to patronize? Are we to be under the bondage of a mere opinion? Is one far-fetched interpretation of Christ's gospel to be the excuse for tyrannizing over those of a different opinion? Surely the men who love their fellow-creatures will vote for Sunday cars and the boon it will give to the poor. I have just come from Omaha. There the street cars run and they have band concerts on Sunday afternoons. But the people are law-abiding. You hear less blasphemy in one day than you hear in one hour in Toronto in strolling on the streets of a Sunday. The people are orderly and quiet and the calm of Sunday reigns and everyone is happy. And yet there are fools who fear a revolution of wickedness through Sunday cars."

Lawyers, Clergymen and Others Say, "Let Us Have the Cars."

Mr. Charles Moss, Q.C., said: "I am strongly in favor of a limited car service on Sunday. The benefits to a large class of the community would be great, and I have enough confidence in the moral stamina of Toronto people to believe that anarchy would not be the result of their being able to ride to church on Sunday."

Rev. Richard Harrison of St. Mathias Church is in favor of Sunday street car service. He thinks that the poor man has as much right to ride as the rich, and he always considered the street car as the poor man's carriage. He does not think that there is much in the arguments produced against the use of the street car on the Sabbath. He pities the poorer classes of his and other congregations who have to walk in the hot sun on such days as these to a Sunday service. He feels sure the street car would be a benefit. He does not think, notwithstanding all that has been said to the contrary, that Toronto is much better than other cities. A great deal of its righteousness is outward show. He had traveled much and seen a great many places, and he does not believe Sunday cars have a demoralizing influence. He could make use of the street car himself on the Sabbath.

Mr. Frank Turner was thoroughly in favor of the street car running on Sunday. He felt sure it would create a beneficial influence in every way. There was not nearly so much drinking on Saturday afternoon, which was pretty generally a half holiday, as there was on Sunday. One reason adduced against the project was that people would leave the city and make a holiday of the Sabbath. All he had to say was that those who wanted amusement would have it. If they left the city they would not be so tempted to visit the back door of saloons. He believed that every encouragement should be given people to move out of the city instead of trying to prevent them. He would have a cheap car service on Sunday for this purpose, such as is to be found in all the larger cities of England. Small as Toronto is there were children from 10 to 15 years of age who had never had a glimpse of the country. Let us have the boon now and not wait for a better.

Mr. John I. Davidson is in favor of Sunday cars because he believes that "Sunday was made for man, and not man for Sunday." He thinks The World is taking a grand stand in the matter.

Canon Cayley, rector of St. George's: It is quite time that we had Sunday cars now.

Stole Enough to Stock a Shop.

Investigation of the case of Fred. G. Swales, who appeared in the Police Court yesterday for obtaining boots and shoes under false pretences, reveals the fact that his dishonest dealings were not confined to leather.

Prisoner was five days ago engaged as a clerk by Philip Jamisson, the clothier, and in making a search of the Lucas House, where he was arrested, the police discovered large quantities of gents' furnishings and clothing, the most of it subsequently identified as the property of Mr. Jamieson.

Swales had made the most of his time to secure enough goods to stock a small shop. There was an immense collection of flash necktics and silk handkerchiefs, and several summer suits. How he managed to carry all the stuff away is a mystery. No suspicion that robberies were taking place had been entertained by Mr. Jamieson.

At the General Hospital.

Mrs. Agnes Montgomery, who was admitted to the General Hospital suffering from burns occasioned by the upsetting of a coal oil lamp, died from her injuries yesterday.

Miss Murdock, who was injured in a trolley accident at Tannery Hollow Tuesday, recovered consciousness at the Hospital yesterday, and it is now thought will recover.

The deaf mute pedlar run over by a train at Port Hope on June 21 had his leg amputated yesterday and will probably recover. It has been ascertained that his name is Fred Napoleon Cocagne, wife and family of Waterdown, N.Y.

Thomas Williams of York Co., suffering from frost bite received in the winter months, was admitted to the hospital for treatment yesterday.

Try Lotus Toilet Soap, the latest. 246

A Drop in the Temperature.

Mercury's pronounced drop yesterday evening may perhaps be explained on the hypothesis that nature thought it would be wise to send a cool breeze from the north as a precursor to the immense drop in the price of bows which quinn announces for next Saturday. On that day only any bow tie in the store may be purchased for twenty-five cents.

Rain Probable.

The probabilities are that if it rains to-day you'll want an umbrella. If you haven't one it will pay you to remember that Dineen has a manufacturer's stock of umbrellas, purchased at 60 cents on the dollar. These will be sold at proportionately low rates while they last.

A Cool Prophecy.

It just cooled off a little to take another run at it. See if the prophecy don't come out this way. When the wave rolls our way again just be right ready with a nice new outfit of comfortable, cool clothing. Cool underware, cool hose, cool shoes, cool suits and cool hats. The Golden Lion Summerware Department, King-street east, is famous for the best things for hot days. The week's sales have been enormous and the range of kinds is better sorted now than it will be later.

For proper and seasonable gentlemen's furnishing visit Harcourt & Son, 57 King-street west. Our latest importations in tennis suits and summer neckwear including the Oxford Scarf, have just arrived. 133

Try Lotus Toilet Soap, the latest. 246

Marked Personal.

The author of the "Leavenworth Case" has given us another book which is spoken of in the most flattering terms by the New York papers. Anna Katherine Green's "Marked Personal," at John P. McKenna's, 80 Yonge-street, is unquestionably the book of the month. It will have a greater sale than any of her former works.

Use Taylor's White Hyacinths. 246

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.

The latest perfume, "Sweet Pea." 246

The World Out of Town.

If you are going out of town for the summer see that The World is sent to you. Any part of Canada for 25 cents a month.

A clear complexion is always the result of good digestion. Adams' Pepsin Tutti Frutti ensures perfect digestion. See that Tutti Frutti is on each five cent package

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

For a man of advanced age an annuity of a few hundred dollars is a very comforting thing. This can be secured to almost any person of moderate means. How? By obtaining a 7 per cent. Guaranteed Income Bond in the North American Life Assurance Company of this city. You probably have never heard of this plan before. Still it is worth your while to investigate it and find out if it does not suit your case.

PHELPS' SNEERING CRITICISM.

He Calls Sealing an American Industry Which Provincial Adventurers Sought to Destroy.

[Telegram Special.]

PARIS, June 23.—At the Court to-day Mr. Phelps criticized Mr. Christopher Robinson's description of the disastrous effect to British Columbia if pelagic sealing were prohibited. He sneeringly enquired if a little knot of provincial adventurers were entitled to destroy American industries. Mr. Phelps then discussed the authority of the tribunal. He admitted that the decision of the court would not be binding except on American and British subjects.

[American Report.]

PARIS, June 23.—E. J. Phelps of counsel for the United States to-day continued his closing argument before the Behring Sea tribunal of arbitration. In discussing Sir Charles Russell's definition of international law, which the English council has given to the tribunal, Mr. Phelps held that the assent of nations to a new question of international law may be inferred when, as here, the proposition accords with the law as established by the civilized world, or where it is obviously just and right. The interest of the United States in her territory and in the industry grounded on the seals constituted a property right which was entitled to the protection of municipal and international law.

Mr. Phelps developed at length his views of the rights of property. According to municipal law, he said, all useful wild animals that have subjected themselved or have been subjected to human control on land to which they have a constant animum revertendei and on which they constitute the basis of an industry become to a certain extent the property of the citizens of that land. Under the provisions of international law, also, marine animals becoming the basis of an industry in maritime territory must be regarded as a species of property belonging to the persons controlling this territory. Such property, he said, had hitherto been held sacred by general consent of the nations of the world.

IMPORTANT RAILWAY ALLIANCE

Traffic Alliance Between the Grand Trunk and Reading Systems.

CHICAGO, June 23.—A traffic alliance which is destined to cut an extremely important figure in the eastern railroad situation was signed, sealed and delivered yesterday. It is the closest kind of reciprocal traffic contract between the Grand Trunk and Reading systems. It includes the interchange to the greatest possible extent of all kinds of freight and passenger traffic.

The first outcome of the new alliance is a new fast freight line to be called the Reading Dispatch. It will be put into operation Aug. 1. Agencies will be established and business handled to and from Chicago, New York, Philadelphia, Boston, Buffalo, and all other important New England and eastern cities reached by the Lehigh Valley, New York and New England, and Reading roads. The Grand Trunk and Reading will each put 1500 cars into the service of the fast freight line and will each furnish half of additional equipment as fast as it is needed. The intention is to make exceptionally fast time and in all respects to furnish as good or better service than any of the existing lines.

As nearly as possible under two managements, the lines will be one. The temporary passenger deal, by which through service was established some time ago, is now made permanent; and provision is made for its extension whenever it will prove profitable to do so.

THE METROPOLITAN RAILWAY.

Terms Upon Which the Toronto Street Railway Co. Will Take It Over.

The following are understood to be the terms upon which the Toronto Street Railway Company will take over the Metropolitan:

The Metropolitan ask $135,000 for transferring their equipment and franchise to the Toronto Railway Company as a reimbursement in full of the $150,000 they claim to have invested in their undertaking. Of this amount the Toronto Railway Company agree to pay $35,000, while the balance is to be provided by the municipalities as follows:

Bonus from the city of Toronto	$ 50,000
Bonus from the town of N. Toronto	30,000
Bonus from Deer Park	20,000
Total	$100,000

The district in Deer Park to be assessed for the proposed benefit is the lands contained within an area bounded on the east by Alice-street, on the west by Avenue-road, on the north by the town of North Toronto and on the south by Reservoir Park and the city of Toronto.

If these bonuses should be granted by the municipalities to be appealed to, the Toronto Railway Company will take over the Metropolitan's plant and franchise, giving such a service as they think the requirements of the local traffic demand, with a fare of five cents either from or to any part of the city system to and from York Mills Hill. This five-cent fare must not be understood as being subject to further reduction by commutation tickets (6 for 25 cts., 8 for 25 cts. or 25 for $1) such as are issued under the company's agreement with the city of Toronto.

The latest perfume "Sweet Pea." 246

Man and Horses Blown to Atoms.

BRADFORD, Pa., June 23.—A terrible explosion of glycerine occurred this morning near Guffey Station. Andy Muldoon, an oil well shooter, was on his way to Guffey to shoot a well. He had 200 quarts of glycerine in his wagon, and while coming down a steep hill into Guffey Station, a wheel struck a large stone and the wagon was overturned. Nothing was found of Muldoon and the horses but a few small pieces of flesh scattered through the woods.

Dukes v. Park Nine, 3 p.m. to-day.

Death of an Old Toronto Citizen.

The sudden death of Samuel Horsey at his late residence in Elgin-avenue, at the advanced age of 86, was due to an accident. On Tuesday night he left his room to walk through the halls, as was his habit when suffering from sleeplessness. Although provided with plenty of light, he walked through an open cellar door and fell to the foot of the stairs, receiving severe injuries. Hopes of his recovery were entertained until Thursday afternoon, when he suddenly collapsed, and died at 10.30 that evening.

He was born at Taunton, England, in 1807 and came of an old family distinguished in military affairs, the present representatives being his brother, Major Horsey, R.A., and Admiral de Horsey, R.N. After receiving a classical education he entered the service of the Bank of England, where he remained 11 years. Owning to impaired health he was forced to sever his connection with that institution and came to Canada just a half century ago, settling in a rural district near the city. He removed to his late residence some 14 years ago and will now be missed by a large circle of friends. His wife, four sons and four daughters survive him.

Try Taylor's "Special White Rose." 246

Bandages of all description for male and female abdominal supporters in rubber, celluloid, cotton, silk. Suspensories in 50 different patterns. Elastic hosiery in silk or cotton stockings, knee caps, thigh. Fresh goods in monthly. Crutches. 200 pair to select from. Trusses of all description, 82 varieties of spring trusses. All kinds of syringes. Charles Clothe, Surgical Machinist, 194 King-street west, Toronto. 6

"Clear Havana Cigars."

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

League game to-day, Ball Grounds.

ALIENATING A WIFE'S AFFECTIONS.

A Street Railway Conductor Brings Suit for $20,000 Damages Against a Journeyman Carpenter.

Barristers McCullough & Burns, acting under instructions from Mr. Edmund Turner, 227 Muhroe-street, yesterday issued a writ against Mr. J. W. Thompson, 9 Elliott-street, for $20,000 damages, for alienation of Mrs. Turner's affections from her husband.

About two weeks ago Mrs. Turner left home to visit friends in the country. During her absence Turner was informed of his wife's unfaithfulness. It is on this information that he bases his claims. Turner is a conductor in the service of the Street Railway Company. Thompson is a journeyman carpenter.

ATTEMPT TO WRECK A TRAIN.

An Orangeville Man Charged With Placing Stone on the Track.

ORANGEVILLE, June 23.—On Friday, June 2, a quantity of stone and other obstructions were placed on the C.P.R. track near Orangeville Junction with the evident intention of derailing a train. The obstructions were discovered, however, before any damage was done.

Detective Ross of the company's staff was sent up to investigate the affair, and on the strength of an information sworn out by the detective, Police Magistrate Pattullo issued a warrant for the arrest of John Gillson, who is suspected of complicity in the crime. Gillson was arrested yesterday and remanded to jail until Saturday, when he will be tried at 2 p.m.

It is only a short time since Gillson was tried by P.M. Pattullo for stealing trace chains and released on suspended sentence.

HAMILTON'S NEW U.S. CONSUL

Is the Originator of the American Money Order System.

WASHINGTON, June 23.—Dr. Charles F. Macdonald, formerly of Boston, is the father of the money order system in this country. He has been in the Government service in Washington more than 30 years. It had not been supposed that any exigency of politics would separate him from the money-order system, with which he had been so long and honorably connected. But Dr. Macdonald retires from the important position of superintendent of the money order system to go as consul to Hamilton, Canada. Dr. Macdonald will resign his present situ