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OUR WORK-OUT PAYMENTS.

Notwithstanding the notorious hard

condition of many of our business and

residential streets, the citizens inter-

ested manifest extreme hostility to any

proposal for improving them. The idea

seems to be that during these alleged

hard times the public should not spend

a cent of money in improving the city,

or in even providing absolute

city necessities. This is the reason

why the bylaws were buried so

deep on June 1, and it is for the

same reason that few roadways are

being permanently improved this season.

The life of the block pavement on many

of the streets has expired, and residents

are being taxed no longer for them.

There is no reason why these, at least,

should not be improved this season. On

our residential thoroughfares a light

asphalt upon a four-inch bed of

concrete ought to be put down wherever

possible. The payments for such

concretes, if extended over a period of

fifteen years, would not be a heavy bur-

den on the ratepayer. Such a pavement

would be within the reach of the owners

on most of our residential streets. There

is no doubt that this kind of pavement

is the healthiest that has yet been intro-

duced in Toronto, and when it is properly

laid it is as good and durable a pave-

ment as we can have. For the present,

brick pavement is hardly in the market.

If it is thought that any considerable

amount of our streets with this ma-

terial, some arrangements should be

made whereby the bricks will be manu-

factured in this neighborhood. We have

within the past few years deserved and

earned the reputation of being a fast

and healthy city. We should try and

maintain this reputation and not allow

our prospects of future prosperity to be

injured by a niggardly policy of retrench-

ment in regard to our streets. The ques-

tion of street improvement has been

dealt with at once. The working season

is short, and we should not put off the

work until the frost endangers its sta-

bility.

A STATION FOR THE EAST END.

The Grand Trunk crossing in Queen-

street east is about two and a half

miles from the Union Station, and runs

running between these two points occu-

pying ten minutes at least. It is evident,

therefore, that the 20,000 people who live

within a mile radius of the crossing

would be benefited to the extent of more

than half an hour every time they make

a trip on the Grand Trunk, if a station

were available to them at this point.

The East End feels the need of such a

station, just as would Parkdale if it

were deprived of the station it possesses.

The C.E.R. intend erecting a station at

the Don bridge for the accommodation

of the public, and we do not see how

the Grand Trunk can neglect giving a

similar accommodation to the people in

the East End, by erecting a station at

the Queen-street crossing. As some of

the papers pointed out yesterday, the

station at the Don is of no practical use.

It is an out-of-the-way district, cannot

be reached by the street cars and no one

in fact seems to know of its existence.

However, the new Grand Trunk Pres-

ident is coming, and we imagine that all

these matters will be attended to as

soon as they are brought to his notice.

THE NORTHWEST AND THE SHIP CANAL.

In the course of an article the other

day, The Pioneer Free Press of St. Paul

says that the people of the Northwest

are determined to secure a deep water-

way to the ocean, and what is more,

they are determined to secure it at once.

They would prefer to see this water-

way constructed through American ter-

instead of the railways for the convey-

ance of letters between the more impor-

tant post offices. Recent improvements

in telegraphy consist of a very rapid

transmission of words. It has been

demonstrated that with what is known

as the automatic chemical method one

thousand words per minute can be re-

corded perfectly between New York and

Chicago. There are about 30,000 let-

ters exchanged daily between these two

cities. All these letters could be tele-

graphed over two copper wires the size

of a lead pencil and there would still

be time to spare. It is estimated that

if the best appliances were used let-

ters could be sent over the wire be-

tween New York and Chicago and de-

livered by the postoffice at a rate of

five cents each.

In the last number of The North

American Review, Mr. J. Henniker-Heaton

has an interesting article on the cable

system between Europe and America.

He cites arguments to show that if the

cables were worked according to the

most economical methods the cost

per word would not exceed one penny.

Between the long distance tele-

phone and the improved telegraph sys-

tem, it looks as if the express train for

the carriage of letters was not destined

to have a long life.

THE SUNDAY WORLD.

To-morrow's Issue—One Must Read It.

By A. J. Felt.

The Sunday World will be well worthy

of a close perusal to-morrow.

The musical department has been en-

larged and is contributed to by several

of the most talented musical authorities

in Toronto. "British Grit and Pluck" is an

article by Ebor, which will be found in-

structive and entertaining.

The outlines of the new Valkyrie and

the Defender, the candidates for the

America Cup race, will be shown by il-

lustrations.

A number of bright special articles and

sketches on various topics will demand

attention.

The Sunday World's sporting comments,

society news, business notes and edi-

torials are unequalled by any other Can-

adian newspaper.

There will be full reports of the Wind-

sor races and all the important sporting

events of Saturday afternoon.

THE STURDION FORT.

The Armenian Question As Far As Ever

Jeddah, June 7.—It is thought prob-

able that the present troubles will

culminate in a general Bedouin revolt

owing to the beginning of the pilgrim-

season and the fanatical hostility of

the Bedouins to the Gilaous.

DROWNED OR FROZEN TO DEATH.

Survivors of a Wreck Suffer Terribly

From Cold.

Victoria, B.C., June 7.—An account

of the wreck of the schooner Kodak,

on Kodiak Island, has reached here;

also the loss of the schooner C. G.

White of San Francisco, near the same

place. Ten of the crew of the White

were lost. Many were frozen to death

while others died of starvation and other

causes. The survivors crossed the

mountains through the deep snow to

Oskayak where they were rescued.

The annual fair in celebration of the

granting of the Armenian constitution,

which has been forbidden for several

years, will be permitted this year, and

will be held on June 8.

TO PROFIT BY THE MURDER.

Lectures on the Organ Left Mystery to

Be at Church Here.

San Francisco, June 7.—Rev. J. George

Gibson, pastor of the Emanuel Baptist

Church, in which the girl Minnie Wil-

liams was murdered recently, intends to

lecture on the crime for the benefit of

the church.

He says that if a sufficient sum can

be raised to meet the indebtedness the

church would surely be renovated and

improved. The drawing of the money

from the place among the members has

died out.

Special Notice.

The Niagara River Line book tickets

give forty days' travel in the great

good on any steamer, Chippewa, Chlo-

chew, or Chloche, between Toronto and

Niagara Falls, or between Toronto and

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INJURED IN A FIGHT.

A Waiter on the Chloche Now in the Gen-

eral Hospital.

On the arrival of the Chloche yesterday

morning the police ambulance was called

to the wharf and one of the waiters, who

was unconscious and bleeding at the

nose and mouth, was conveyed to the

General Hospital. It appears that the

young fellow got into a fight at Levin-

ton Price's night and restaurant in-

juries about the head and body that may

prove of a serious nature. After being

conveyed to the hospital his condition re-

mained comatose, and at a late hour

last night he had not fully regained con-

sciousness and was unable to give any

connected account of the affair. The man

is Samuel Coulter, and is said to have

a brother named Benjamin Coulter resid-

ing at Exbridge.

TATOOED BY LIGHTNING.

Figure on a Bed Covering Impressed on a

Little Girl's Arm.

Bridgeport, June 7.—During the thun-

derstorm last night lightning struck the

house of James Barry, No. 10 Coleman

street. Almost immediately the roof

burst into flames. Barry, his wife and

four children were asleep on the lower

floor. James Barry, his wife and five

children were asleep on the second floor.

The electric bolt struck the house, and

the fire department turned out, but the house was almost total-

ly destroyed.

Both families recovered from the elec-

tric shock. One little girl has a deep

red mark on her arm, an exact replica-

tion of the figure of the embryo of a

man, and covering under which she was

lying. It is a vine and flower and runs

from the elbow up over the shoulder

and across the neck.

The Washakie Railroad.

Is now acknowledged by travelers to be

the only true route to Chicago. St.

Louis, Kansas City, Texas, Mexico and

all West, Southern and Pacific rail-

roads. Tickets sold at lowest rates to

all points in America. Tourists and

teachers should bear in mind that the

Washakie is the only line that can take

passengers to Denver via St. Louis and

Kansas City and return via Chi-

cago, or vice versa. By going over

you pass through six states of the

Union, in the finest equipped trains in

America. All passengers are treated as

first class. The Washakie Railroad is

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