MR. WELLS KNOWS HOW TO REPLY.

A Pithy Rejoinder to Mr. Thomson on the Great Question of the Water Front—Categorical Answers.

Editor World: In my last letter I quoted a passage from one of Mr. Thomson's letters in which he refers to the "*enormous consequential land damages*" that would result from the erection of over-head bridges.

The exaggerated statements which have been so persistently made upon this subject, without foundation and without proof, no doubt made a deep impression upon the public mind, and one of our leading newspapers went so far as to say that the overhead bridges would cost nearly two millions of dollars.

I was glad, therefore, to catch Mr. Thomson repeating the statement; and with reference to four of these bridges, I said: "It is all very well for Mr. Thomson to talk platitudes about "enormous land damages," but in order to bring him down, if possible, to something specific, I challenge him to say what properties would be damaged by the erection of these bridges."

I knew perfectly well that Mr. Thomson would be unable to do so. He dare not attempt it. Why? Because, while the public will often believe a general statement boldly made, it will exercise its own judgment when a specific statement is made about which it has some practical knowledge.

I am not asking Mr. Thomson to do a very difficult thing from his point of view, and I am willing to make it easier still, by challenging him to name one single property from John-street to Jarvis-street that would be damaged to the extent of one cent by the construction of these bridges. If he will not be nagged into answering this simple question, if he will not be bullied into an answer, perhaps he may be coaxed.

When a man means business and is honest, he neither fears nor avoids details; when a man means bunkum his refuge is in vague and general statements.

Mr. Thomson is still of the opinion that the city could afford to buy the old Great Western station at the foot of Yonge-street from the Grand Trunk Company, pay the value of the building, remove the building and sell the land at an advance, because, forsooth, the building of a viaduct south of it on Esplanade-street would enhance its value. I leave him to the sole enjoyment of that opinion and to the derision of every real estate expert in the city.

Mr. Thomson for the first time declares that the cost of the C.P.R. block between Yonge and York-streets is not to be added to the cost of the viaduct scheme.

Allow me to quote Mr. Wellington, to whom he so often refers:

> "All the property which the C.P. Railway Company has acquired east of York-street and all the work which it has done thereon, I propose shall be assumed by the city. * * * This property being turned over to the city, the question arises, what shall be done with it? * * * I would recommend that the entire area between York and Yonge-streets be converted into a public water front park 1600 feet long by 700 feet deep and containing 25 acres."

In my last letter I asked this question: "If the C.P.R. water lots between Yonge and York-streets are to be converted into a park, of what consequence is it whether they will be increased in value?"

Mr. Thomson replies: "The joint report says nothing about using the property as a park."

The joint report, however, finds that "the block between York and Scott-streets shall be *reserved for the use of the city*." I see no difference so far as my argument is concerned between a reservation for a "park" and a reservation for any other public purpose, and I do not understand how Mr. Thomson can find comfort or satisfaction in such hair splitting.

Mr. Thomson says that at the recent conference "one corner of the veil of mystery shrouding Mr. Van Horne's estimate was lifted, and we found that his figures for the west approach to John-street were $205,000 and $100,000 more for an imaginary steel bridge at John-street, *with the estimate between the street and the station not disclosed*."

Mr. Jennings' estimate, furnished to Mr. Van Horne on the 3rd February last, was as follows:

1. Western approach, commencing near Bathurst-street and ascending on a gradient of 42 feet per mile to Peter-street, thence level to the west side of John-street and from east side of same for a distance of 250 feet *to the entrance of proposed Union Station*. This item embraces cost of retaining wall from point of commencement to intersection of John-street at a point 250 feet south of Front-street, also earth filling, track laying and ballasting between Bathurst-street *and entrance to proposed station as before mentioned*, $205,000.
2. Steel bridge, three span, across John-street, including masonry abutments, $56,500.

It will be seen that Mr. Thomson has, as usual, made two important mistakes. First, the work for which Mr. Jennings estimated $205,000 extends to the station and not to York-street only. Second, the John-street bridge is estimated by him at $56,500 instead of $100,000.

As to this item of $56,500 for the John-street bridge, I find upon reference to Mr. Wellington's report, that even when it was proposed to have the passenger station on Parliament block, there is an estimate for "sub-way approach to Grand Trunk freight station near John-street of $20,000;" so in Mr. Cunningham's report adopted by Messrs. Gzowski and Shanly, I find that there is an estimate for "sub-way at John-street of $49,000." So in the report of the Citizens' Association, of which Mr. Thomson is the eminent vice-president, I see it declared that the scheme provides for the "opening of John-street now practically closed," and again, that "Simcoe-street as well as John-street will be kept open." I also find in the plan attached to the report of the Citizens' Committee, no less than four steel bridges cross John-street forming the western approach to the station. I find, too, that the joint report throughout is framed substantially upon the plan recommended by that report, and that the joint report itself recommends that "*400 feet of John-street south of Esplanade-street be closed*," implying, of course, that John-street north of Esplanade-street is not to be closed, and yet Mr. Thomson has not only the impudence to taunt Mr. Van Horne with making an estimate for an imaginary bridge at John-street, but of nearly doubling his estimate into the bargain.

Mr. Wellington at first reported in favor of a four-track viaduct, and I must assume that he thought a four-track viaduct necessary for the traffic. "But Mr. Wellington conclusively demonstrates," says Mr. Thomson, "that two tracks for the distance proposed are amply sufficient for the accommodation of more than ten times the present or probable traffic on the Esplanade."

Mr. Wellington is a very accommodating gentleman indeed, and apparently a very versatile one.

It does not require much technical knowledge to understand that it is *theoretically* possible for freight and passenger trains to follow each other at intervals of say 10 minutes throughout the whole 24 hours, *provided that the tracks are used only for freight and passenger trains*, but the Grand Trunk car yards are at the east end of the city, namely, its York yard and its Don yard, and the tracks on the viaduct must be used for all the shunting which is now done on the Esplanade, together with all the shunting of both companies to and from the Don improvement. In addition to this, there will be suburban trains which by the recent Don improvement agreement, are allowed to run every thirty minutes. Upon a matter of that kind the opinion of a train despatcher is more trustworthy than that of the most eminent engineer in the world who has no practical knowledge of the subject.

But Mr. Thomson has a grievance which he emphasizes more than any other. It seems that Mr. Blain, at the recent conference, twice suggested to the railway magnates the reference of certain items of cost referred to by Sir Joseph Hickson to independent experts—that in Mr. Blain's letter I was asked why this request was refused—that I ignored his question—that Mr. Thompson recently repeated the question and that I still paid no attention to it—and then Mr. Thomson very sternly demands why Sir Joseph Hickson declined to give these particulars and why the Grand Trunk will not consent to a reference, and insinuates that if I refuse to answer the consequence will be disastrous.

It would occur to most people, I think, that if Mr. Blain and Mr. Thomson want to know why Sir Joseph Hickson acts so unreasonably they might perhaps address this question to him instead of to me, but they will persist, it seems, in going stern foremost at everything.

During the conference referred to Sir Joseph Hickson enumerated a great many items which go into his estimate of $4,000,000, for which he said the G.T.R. would have to be indemnified if the viaduct scheme were carried out. Amongst other things he said that the freight delivered on the Esplanade amounted to 315,000 tons per annum—that the handling of that enormous amount of traffic elsewhere would very seriously affect the cost—that the public would not pay for it, and that the company could not afford to do so—that the extra charge on such traffic would cost $60,000 or $70,000 per annum—that the extra accommodation required would cost a large sum—that the company would lose a considerable amount of traffic—that he knew of no compensating advantages—that it would involve the surrender of a very large amount of property which would have to be replaced elsewhere; that it would involve the removal of a considerable portion of the company's establishment out of Toronto; that the company does a large bonding business in the old Great Western Station, and that other bonding facilities would have to be provided; that the extra haulage of freight would be very great, for example, the coal which the company now delivers to Elias Rogers and the Ontario Coal Company would have to be taken first all the way to Logan-avenue and then brought back again, and that the company could not deliver such freight for anything like the same money it delivers it for now; that the company could not provide facilities elsewhere and pay for the viaduct too; that the viaduct would prove very unsatisfactory to the mercantile community; that to make an estimate of all these things would require a very intimate knowledge of the Grand Trunk Company's business; that trains coming from the west have a mixed traffic, some for Toronto, some for Montreal, some for New England, five or six cars of one description, five or six cars of another and five or six refrigerator cars; that most of these trains run on strict time; that to break them up at night would delay the trains; that a one-ended freight yard would be entirely impracticable; that running into blind sidings and getting engines out is not practicable, and that backing heavy trains is almost impossible, and that, after a careful consideration of the matter, he had come to the conclusion that, including the properties to be surrendered, the viaduct scheme would cost the Grand Trunk Railway Company from $200,000 to $250,000 per annum without any rental.

Mr. Van Horne also said that he had given much time and thought to this matter and was of the opinion that the viaduct scheme, as suggested, was entirely impracticable—absolutely impracticable—and that he was unable to suggest any modification that would make it practicable, that it would not answer the purpose of the C.P.R. Company and would be enormously expensive, costing from $7,000,000 to $10,000,000; that the question of building a railway is almost reduced to the cost of the right-of-way, but the question of building such a viaduct as this with all the incidentals growing out of it is beyond the power of any human being to figure out with any degree of accuracy; that he was thoroughly convinced that the cost would be something enormous, far beyond anything that anybody has ever dreamed of; that it would not answer the purpose; that a one-ended yard would be an enormous disadvantage, etc.

Sir Joseph also said that he did not think he could at the present time furnish a statement showing his figures in detail, that he had expressed his opinion in order to enable the committee to form its own conclusions, so that if it determined to go on it would know his price, that it was not right to ask him to go into full particulars, and he closed with these words:

> "Have you not now before you sufficient information? A million or two, as Mr. Van Horne has said, is not a very great sum in these matters. Have you not sufficient information to enable you to decide whether or not you will proceed with this scheme? You have secured the opinions of experts and I have told you as accurately as I could the position of the Grand Trunk. Now, have you not sufficient information to enable you to determine whether you are going on with the viaduct or not? Are you not now, to-night, with this information, in a position to take into consideration the question of whether you will proceed with this scheme or otherwise?"

Now, Sir Joseph Hickson's reasons for not furnishing detailed estimates may not be satisfactory to Mr. Blain and Mr. Thomson, but surely they are distinct and specific, and I cannot understand Mr. Thomson's pertinacity in asking me why Jir Joseph declines to give particulars and why the Grand Trunk will not consent to a reference.

I now intend to make this letter a little interesting to Mr. Wellington.

At the conference referred to Mr. Wellington said:

"It seems to me sufficient to say, in the first place, that the double track viaduct of New York city was actually built *for $250,000 per mile*, and that the Pennsylvania Railroad *have recently contracted* for a mile and a half of four track viaduct in Jersey City *for some sum under* $1,200,000. The New York elevated railways referred to were of course somewhat lighter. The contractors made a profit out of them. Referring to the Jersey City viaduct he said *it was built* in many ways in an extravagant manner.

For the sake of clearness I will numerate Mr. Wellington's statements:

1. The double track viaduct of New York city was actually built for $250,000 a mile.
2. The contractors made money out of the contract.
3. It was, of course, somewhat lighter than the proposed Toronto viaduct.
4. The Pennsylvania Railroad has recently contracted for a mile and a half of four track viaduct in Jersey City.
5. The contract price is $1,200,000, or $800,000 per mile.
6. The Jersey City viaduct was built in many ways in an extravagant manner.

These statements were so extraordinary that I thought it expedient to make a little enquiry into their accuracy, and I have now before me a letter from Mr. Hain, the general manager of the New York Elevated Railways, (The Manhattan Railway Company) in which he says:

"The Second-avenue and the upper portion of the Sixth-avenue lines have a capacity for carrying engines weighing 25 tons.

"We expect in a very short time to reinforce the Ninth-avenue line at an expense of about a million and a half, with a view of running the same weight of engines as we do over the other lines. *The cost of the Second-avenue and the upper portion of the Sixth-avenue lines, including foundations, iron-work, ties, rails and guard timbers, per mile, is about* $650,000.

"My object in wiring you the other day relative to the weight of engines you propose to run over the lines which you contemplate building across the city front in Toronto was to furnish you with the approximate cost of a structure, having a capacity equal to carrying 60 ton engines, and I estimate this to cost about $800,000 per mile. You must bear in mind that it will require stronger foundations, heavier columns, and the cross sections of the girders must be materially increased in the size as compared with ours."

So that for a viaduct having a capacity for carrying only 25 ton engines (street car engines in fact) the actual cost was $650,000 per mile as against Mr. Wellington's $250,000, a difference of $400,000!

It will be observed, too, that Mr. Hain, who has probably had more to do with this particular kind of structure than any other person in the world, estimates the cost of a double track structure capable of carrying a 60-ton engine at $800,000 per mile, $151 per lineal foot, and he adds: "This embraces only the cost of the structure and not the right-of-way damage to property, or expenditure for stations and equipment."

I think I understand from Mr. Jennings that the cost of a four-track structure is about 90 per cent. more than that of a two-track structure, so that Mr. Hain's estimate for a four-track viaduct is $1,520,000 per mile or $286 per foot instead of $150.

I have also a letter before me from Dr Pugh, the general manager of the Pennsylvania Railroad Company, in which he says

"We contemplate during the approaching summer elevating our tracks for a distance of about 1½ miles, from Jersey City to our station at the terminus on the river. Work has been in progress slowly during the winter, but will not be completed for several months. It will be a four-track railroad built on permanent way for a considerable portion of the distance, supported on the sides by retaining walls and the remainder through the street will be an iron viaduct, providing for several underground crossings at certain streets.

"The average height will be 16 feet above the grade of the city streets to give a clear passage way of 13 feet. It will not be provided with a solid iron floor.

"*It will be impossible for me to give you at present the cost of this work*, many of the foundations not being in. *The expense in this locality is an unknown quantity as yet*. But, according to Mr. Wellington, the price was fixed by contract at $800,000 per mile, and the work was built in many ways in an extravagant manner."

I have no comment to make upon these extraordinary contradictions, but it is to be hoped that Mr. Wellington, for his own sake, will be able to give some sort of explanation of them.

The long list of items omitted from the estimated cost of the viaduct, and which I enumerated in my letter of the 14th inst., was by no means complete; nor is the following list, but it is at least suggestive and shows with what laborious care and accuracy the joint committee made its estimate.

LIST OF ITEMS ACCIDENTALLY OVERLOOKED BY THE COMMITTEE.

1. Strip of land for viaduct from Bathurst-street to John-street, say .... feet long by 50 feet at Bathurst-street and 250 at John-street.
2. Block of land for station on Front-street, 1000 feet frontage by 250 feet in depth, between John and Simcoe-streets.
3. Cost of raising Brock-street bridge 6 feet at Front-street—making the ramps or approaches on Front-street and Bathurst-street—and lengthening the south approach to bridge.
4. Removing the round houses of the G.T.R. between Brock and Peter-streets and rebuilding them elsewhere.
5. South half of block of land belonging to the Fuller estate between Marlboro House and Cyclorama and damages to front half.
6. Destruction of Union House, south of Marlboro House.
7. Block of land 600 feet by 175 between Simcoe and York and north of Union Station.
8. The present Union Station and Express offices.
9. The present Grand Trunk freight sheds.
10. Block of land south of St. James Hotel, corner of Esplanade and Simcoe.
11. Block of land from C.P.R., between York and Yonge-streets.
12. Block of land for park between Yonge-street and Scott-street, including the Freeland property.
13. Strip of land from York to Berkeley, 500 feet long by 28 feet wide, recently purchased by the C.P.R. for right of way.
14. Strip of land on Esplanade-street, between York and Berkeley, 5000 feet long by 52½ feet wide, occupied by G.T.R. tracks.
15. Compensation to G.T.R. for loss of exclusive loading and unloading privileges on Esplanade-street and its existing right to collect tolls from other railway companies.
16. Compensation to 40 or 50 owners and lessees between York-street and Berkeley-street for destruction of siding privileges. (See note below as to this item.)
17. Compensation to G.T.R. for Great Western station at foot of Yonge-street.
18. Same for old Northern station at West Market-street.
19. Same for Nipissing station, including right of way for viaduct through the Nipissing yard.
20. Destruction of Mill-street and damage to property from Parliament-street to Beachall-street, say 2700 feet. This means a struggle with the Gooderham & Worcs Company and Hail Columbia!
21. Right of way for viaduct from Mill-street to Eastern-avenue.
22. Compensation to C.P.R. for right of way purchased from Berkeley-street to Eastern-avenue.
23. Temporary works.
24. Land for extra right of way from the Don bridge to a point near Logan-avenue.
25. Interest on construction and
26. Compensation to Grand Trunk and C.P.R. in respect of the bedevilment of the train service, traffic and other matters which Sir Joseph Hickson enumerated and which I have already partially described.

However, it may be a consolation to the taxpayers of Toronto to know that according to the report of the Joint Committee,

"$150 per lineal foot will be sufficient to cover the cost of a four-track viaduct. That the plan proposed does not require the demolition of any buildings * * * and no land damages to property owners."

and that "the cost of the elevation of the tracks will be approximately $1,675,000." And it will be a comfort to know these veracious statements are endorsed by the Chairman of Plans and Construction, who says that "after a conference with the best engineering talent the figures are placed at $1,675 FOR THE VIADUCT AND INCIDENTALS."

I may add as to item 16 above, viz., compensation to owners and lease holders of land on Esplanade-street for loss of siding privileges, that with respect to one proprietor, namely, the Polson Iron Works Company, I have the following telegram from Mr. Polson:

"Esplanade siding is worth from $1500 to $2000 per year to our company, and if it were taken from us would necessitate removing our works to some locality where we could get siding accommodation, as the output from our Toronto works consists mainly of heavy boilers and engines, requiring powerful cranes to load on cars, and to haddle this work successfully it is necessary to have the cars placed in the works. If we have to stop business in Toronto and remove to new quarters damages would be between $75,000 and $100,000.

Ex uno disce omnes. I do not believe that there is a person in Toronto reckless enough to insure the city for a premium of $50,000 against damages on this account alone at less than $400,000.

I observe that Mr. Thomson calls me "a hired slanderer" and other choice names of that sort, but I think it better to leave such arguments to fish wives and—Mr. Thomson.

Toronto, April 26. R. M. WELLS.

THE WHIPPING-POST.

Respectably-Connected Horse Thieves Lashed in Delaware.

WILMINGTON, Del., April 26.—James Hamilton, John T. Owens and James Owens Isaacs, convicted of stealing a horse from a farmer at Cross Keys, were pilloried for one hour and whipped with 20 lashes each at Georgetown to-day. They have a year's imprisonment also to serve. There being no jailyard the whipping took place on the village green in a space roped off to keep back the 300 spectators. The young men being connected with prominent families, their trial and punishment made a great local sensation. Their trial was one of the most hotly-contested legal battles ever known in Sussex county, and since their sentence strong pressure had been brought upon the governor to remit the corporal punishment.

AFTER THE FISH PIRATES.

A Large Number of Nets Destroyed in the St. Lawrence.

UTICA, April 26.—During the four days ending with last night the state game and fish protectors have captured and destroyed at several points in the St. Lawrence River near the Thousand Islands 57 nets owned and set by those who were fishing illegally in those waters. The total value of the nets burned was something over $800. During Wednesday night when they were making a raid state officers were fired upon by persons concealed on the land. The raid was made under the direction of Chief Game Protector Drew, by Game Protector Daniel Starring of Alexandria Bay. The work will be continued until every illegal net in the river has been removed.

WOULD YOU BELIEVE IT?

A Buffalo Barber Elopes with His Mother-in-Law—Off for Chicago.

BUFFALO, April 27.—Charles Delamater, a good-looking barber who formerly labored at the place of John Grabbenstatter, jr., at the corner of Main and Seneca-streets, has by his conduct thoroughly refuted all the stories about mothers-in-law. It is alleged he has left his wife and two children and eloped with his wife's mother. It is thought that the pair have gone to Chicago.

Delamater is about 30 years of age, but his mother-in-law, Mrs. Margaret Evans, is very near 20 years his senior. The family only came here a short time ago from Welland, Ont. Mrs. Delamater has been abandoned without a penny to take care of herself and two children. She has secured a ticket from the Poormaster for Chicago, where she has relatives and whither she will go to-morrow.

Another Bucket Shop Failure.

PITTSBURG, April 26.—The Pittsburg Commission Company, the largest bucket shop in the state, suspended payment this morning. The company's business was larger than any three similar concerns in this city. The capital stock was only $10,000, but the aggregate amount handled by them was at least $500,000 a year. Their liabilities are estimated at $150,000. It is said the company paid out $350,000 in the last seven weeks. Superintendent Camp said the bulge in grain and pork sadly crippled the concern, and the continued advance in the stock market rendered abortive all efforts to recover. He thought the prospects for resuming were poor. The company had special wires to New York, Chicago, and the principal towns of Pennsylvania.

THE ISLAND; OH, THE ISLAND.

Toronto's Cool and Cosy Summer Resort Will Be Better Than Ever This Summer—Extending the Parks.

"The Island," Toronto's cool and favorite resort, is beginning to take on its summer beauty, and by May 15 at the latest, all will be in tip-top shape and good running order. Yesterday it looked drear enough with its half finished changes and improvements, its long line of cottages and deserted summer residences, all their windows nailed and boarded up. The dull, leaden clouds lowered threateningly over a long line of foam-capped grey breakers. A solitary wild duck winged its flight westward over the narrow lagoon separating the main point from the sandbar which in warmer months is thickly dotted with white tents and enlivened with the presence of many a camper. Out from the lighthouse full half a mile a little sail boat, sometimes almost lost in the trough of waves, progressed slowly against an unfavoring wind and tide. Perhaps she was a fishing boat recalling to one's mind as she did Tennyson's lines:

O well for the fisherman's boy,
That he shouts with his sister at play!
O well for the sailor lad
That he sings in his boat on the bay!

Close by the Island fog bell, in consonance with the surroundings, tolled mournfully.

But this will all soon be changed and the Island ferries, crowded with their hundreds of passengers, will be plying again. They will be supplemented this season by two large iron double-enders, built by the Toronto Ferry Company, capable of carrying as many passengers as are now taken across by the rest of the little ferries combined. One will be ready by June, and both, when completed, will run from Yonge-street wharf. New and larger docks are now in course of construction to accommodate these larger boats.

Great improvements and changes have been made on "The Point." John Hanlan's "Old Homestead," a few feet south of the big hotel, has been pulled down and the vacant space, together with other unoccupied land in the vicinity covered with trees, will now be utilised for park purposes. Walks will be laid out, seats will be placed under the trees and all will be illuminated brilliantly with electric lights. In order to afford more room the band stand has been moved 80 feet nearer the water's edge. The Citizens' Band will again play tuneful melody every night.

Already a considerable sum has been spent upon these improvements and it is calculated that before they are completed $10000 will have been expended. John Hanlan is running the large Hotel Hanlan this season and has made many improvements. It will be ready for occupancy on May 15.

The many attractions of last year will be more than equalled this season.

The Lakeside Home for little children, a quarter of a mile west of the lighthouse, is being greatly improved and will afford more perfect accommodation for the little ones than ever before.

Edward Hanlan, who is now with the "Dark Secret" company, it is expected will shortly return to his Island home.

The Queen's Own at St. Peter's.

Carlton and Bleeker-streets were yesterday thronged with 2000 or 3000 citizens who had collected to witness the parade of the Queen's Own to St. Peter's Church, where the first of two sermons in connection with the spring drill was preached by the curate, Rev. C. C. Crew, from St. Luke vii., 14: "I say unto you, young man, arise." The sermon was an eloquent discourse. At its conclusion the companies re-formed under command of Col. Hamilton, and headed by their two bands marched via Carlton, Church and Wellington-streets to the armory. The bands discoursed inspiring strains on the route of march.

The members of the respective companies turned out about 600 strong, and wore for the first time their handsome new white helmets, which set off in attractive form their green-and-black uniforms. Much favorable comment was made upon the improved appearance of the corps; the substitution of the clean and comfortable appearing helmets for the old style of headgear makes a marked difference in the appearance of the men.

St. George for Merrie England.

The second church parade of the St. George's Society for the present year took place yesterday. A large gathering of the members of St. George, the Sons of England and of Her Majesty's Veterans assembled in Louisa-street and marched to Bond-street Congregational Church, where an earnest brother Englishman, Rev. George H. Sandwell, preached an appropriate sermon. The attendance was large, the service hearty and the collection satisfactory. The music was good by the choir, under the direction of Organist J. G. Lawson. In concordance with these annual services, whether Anglican or sectarian, "God Save the Queen" was heartily sung, making the more receptive the pastoral benediction.

A Correction about the Senate Meeting.

At the meeting of the Senate of the University of Toronto held on Friday night, at which the matter of the restoration of the building was considered, it was moved by Dr. Ellis and Rev. Dr. Dewart: "That the senate adopt the report of the Building Committee and the accompanying general plans." It was moved in amendment by Prof. Baker and Mr. A. B. Aylesworth: "That lithographed copies of the two sets of plans be sent to members of the senate with estimates of the cost of carrying each out and that the settlement of the matter of restoration of the buildings be deferred until a meeting to be held in May."

The amendment was defeated and the original motion adopted.

They Exchanged Pulpits.

Yesterday the evangelical denominations, ministers and people alike, had a treat. Methodist for once preached in immersion pulpit, hard-shell Baptist enlightened free-will Methodist, and the Presbyterian churches rejoiced and even said "amen" to appeal which could scarcely be said to be literally justified by the Westminster Confession. New men, new manners, and "God reveals himself in many forms lest one good custom should corrupt the world." Varied appeals brought grist to various ecclesiastical mills.

Blessed Is the Peacemaker.

Hamilton Spectator: John Dickenson, the Grit boss of Glanford, and Thomas Macklem, license inspector for South Wentworth, got into an altercation in the Dominion Hotel two or three days ago over the matter of a license which John was trying to secure for a friend of his, William Reid by name. The quarrel rose to such a height that Johnny hit Tommy in the eye, and might have done even more damage if Nick Awrey, M.L.A., hadn't thrown himself between the two and suspended hostilities.

The Newfoundland Delegates.

ST. JOHNS, Nfld., April 26.—The Canadian delegates left by the Caspian to-day for Halifax and will arrive there on Monday. Much interest is felt in their mission and hopes are entertained that they will be able to arrive at such understanding with the Canadian Government as will enable both governments to work together harmoniously in fisheries and other matters.

PEOPLE.

The Sultan of Turkey is having the dramas of Henrik Ibsen translated into Turkish.

The Duchess of Marlborough declares that she and the Duke can't live on $200,000 a year.

Herbert Gladstone will visit the United States and Canada during the coming summer.

The Empress of Austria is devoted to yachting now that she is no longer able to ride a horse.

Mr. Levi P. Morton is heading a movement to have a statue of Gen. Washington presented to France.

It is stated that Sarah Barnhardt has contracted for a tour of the world, beginning in America in September.

Bonanza Mackay is disposing of his various mining properties on the Pacific slope that are said to be worth about $10,000,000 and expects henceforth to make his permanent residence in New York.

Gen. MacAdaras, a member of the French Chamber of Deputies, is an Irishman who organized the Irish Legion at the beginning of the Franco-Prussian war and fought bravely against the Germans. He is a wit and orator and he speaks French fluently.

Several letters written by Napoleon Bonaparte are likely before long to come on the market. As a rule Napoleon dictated all his letters, but in some rare cases he wrote communications with his own hand, and several of these are about to be brought under the hammer.

William Black, the novelist, is a man of less than medium height, muscular and compact of build. His hair is black, worn closely clipped, and he has a sweeping mustache that a cavalry man might envy. He lives in plain rooms in Buckingham street, London, overlooking the Thames.

The King of Holland is in a condition which may lead to his death at any moment. Every preparation has been made in anticipation of his majesty's demise. Queen Emma transacts all state business. The king is really an imbecile and his physicians are astonished that he should survived so long.

The marriage of Margaret Blaine to Walter Damrosch has been postponed a month because Andrew Carnegie is going south with the Pan-American delegates. Andrew Carnegie must be a great man if he can thus interfere with the plans of two hearts that beat as one. But, then, they do say that it was Carnegie who made the match.

YE MERRIE OLDEN TIME.

When the Village Doctor Pulled Teeth with a Key.

Did you ever sit down in a dentist's chair, reader, with the naked forceps glittering above your head, and all your faculties and senses abnormally alert! Did you ever sit down thus and open your mouth and point to one of those old double-crowned cuspids that, like icebergs, submerge three-fourths of their bulk out of sight and are more deeply rooted in the constitution of man than original sin! Did you ever, we say, sit down thus, in the days before anæsthetics had mitigated the barbarities of dentistry, and say to that man, who is literally a man of steel: "This is the tooth. Take a good grip and haul away"?

If you have you will know how your grandfather used to feel when he went to the village doctor to have a bad tooth extirpated.

The stalwart son of Æsculapius was wont to lean back upon the forceps, and tug, and jerk, and saw like a man trying to rein in a runaway horse. Your grandfather grasped the arms of the chair in which he was imprisoned, and squeezed them until his joints cracked in order to keep from yelling. But the agony kept getting worse and worse. The victim was sure he was going to die—when, all of a sudden the top of his head came off with a roar, the planetary systems rushed together in one vast cosmic salad, and lifting his bewildered eyes for a moment to the disembodied source of his misery, the patient leaned over and discharged a pint of blood into the dentist's basin.

THE LONGEST THROW WITH A LARIAT.

Buffalo Bill's Man Claims 116 Feet and a Montana Man Claims 94 Feet.

In the matter of authentic records for roping with the lariat, none probably exist. One hundred and sixteen feet has been claimed for a California man now travelling with Buffalo Bill's show, while 94 feet has been published for a Billings, (Mont.) man, but both of these records are preposterous. The average cow-puncher from Texas to Montana uses a rope which rarely reaches 50 feet, and from 12 to 20 feet must be deducted from this measure for circumference of noose. Sometimes a so-called "California loop" exceeds this by nearly 5 feet.

In catching a wild horse or steer, after the noose is over the animal's neck or legs the end of the rope is swiftly tied around the horn of the saddle, the horse being braced back to resist the shock, which in most cases either snaps the rope or sends the captured animal all in a heap. What the possibilities of roping to catch are is hard to say. No doubt, with a horse at full gallop down the h the wind favorable and a good long rope, an expert may reach 100 feet, but such cases are few and far between, and most good ropers feel extremely pleased when they can reach out the full length of their 45-foot rope and catch.—Spirit of the Times.

THE SALARIES OF SINGERS.

The Prices Paid for Contraltos and Altos in Philadelphia and Boston.

A woman with a good contralto voice will begin at an annual salary of $200, which, if she is successful, may rise to an average of $300. There are two churches in Philadelphia, I believe, which pay their contraltos $400; but this, in cities outside of Boston, which average about $200 higher, is unusual. And even a genuine alto—that rarest of things in these days—will command but from $300 to $400 per annum. The Hub, of course, does better than this, by adding $200; but even with this addition, none of these salaries appear precisely extravagant, or to admit of much luxury in living, and salaries are rarely increased.

Should a rival church make an offer for a voice, if the first church is desirous of retaining it, the rival's price is overbid and the voice retained. But this is the only reason which I have any knowledge for increasing salaries.

Boston Baked Beans.

Select the small, white, dry beans. Take one pint of them and soak over night. In the morning drain them off, add fresh water, and let it come to a boil. Then drain them out and put into the pot for baking. This, too, should be deep in shape. Mix in a cup a teaspoonful of yellow mustard, half as much baking soda, and two or three tablespoonfuls molasses. Stir this well into the beans. Have one-third pound nice salt pork—the sort with "a streak of lean and a streak of fat"—score the rind across both ways with a sharp knife and press this down on top of the rest. Add water to cover and bake four hours. From time to time add sufficient water to keep moist and soft. The beans should not break up and should be of an enticing brown color.—[Housekeeper's Weekly.

HE WAS LATE FOR THIS TRAIN.

Mr. John McCulloch in Keeping Up His Luck Gets a Rough Deal.

Mr. John McCulloch, the Woodbridge founder, had a rather narrow escape yesterday at the foot of Spadina-avenue. It was his intention to catch the 12.20 Hamilton train at this point, and when she dashed past he gripped the handrail of the last car. He failed to make a footing, however, and was dragged over the rough ties for fully 200 yards. His boots were torn off by the friction, and at last a sudden jolt made him break away. He fell on his face and when picked up was insensible and bleeding profusely from several deep cuts on the head. He was carried to the Power House and put to bed, after Dr. Stacey had attended to his injuries. The first words he uttered on recovering consciousness were: "Just my luck, I am always late for the train."

THE MINES AT THE SUD.

They Are All Going Night and Day—The New Smelting Furnaces.

Mr. William Irving, chief of police of Sudbury, was registered at the Walker House yesterday. Mr. Irving, who, by the way, is a terror to evil-doers in Sudbury and vicinity, speaks in glowing terms of the mineral wealth of Sudbury and vicinity and the future growth and prosperity of the place, which has now 1500 inhabitants and its success is assured. Work has been going on at the mines all winter in spite of the snow. The Copper-cliff smelter is running night and day, as is the smelter at the Dominion Company's mine, each of which are reducing 100 tons of ore every 24 hours. The Murrey Company are now erecting a refinery, the first ever built in Canada, and this will obviate the necessity of sending all the "mat." to Wales and Swansea. Until a few years ago the only product of the mines was copper; now attention is paid principally to the mining of nickel. In addition to the mines enumerated, the Evans and Slohey mines are running full blast. The men all work by piece and earn from $2.50 to $4.75 per day. At the Vermillion gold mine, in the township of Denison, coarse face gold has been found at or near the surface in a vein of light gray granular quartz. Land is being bought up rapidly at Whitefish for nickle mines.

PARKDALE'S TWO PUBS.

St. Alban's Ward Will Go Wet and Two City Heads Will Fall.

The License Commissioners just about got through their labors on Saturday. The list has been signed and sealed and now only remains to be delivered. There are, The World hears a little bird twitter, to be only two changes in the entire outfit of 150 licenses. The two Parkdale taverns are to be admitted into the list, and to make room for them two existing licenses in the city will be chopped off. One of them is said to be near the Court House, in Adelaide-street, and another in Tecumseth-street. With only these two changes the list will be so much like last year that it will be easily recognised.

But there will be weeping and wailing when this information goes out, for there has been several hard-fought battles in the board's meeting over certain new applications.

City Hall Small Talk.

One hundred and four births, 66 deaths, 19 marriages were registered with the City Clerk last week.

There were four cases of diphtheria, five of scarlet fever and 7 of typhoid fever reported to the Health Department last week.

The meetings for to-day are: Court of Revision, Waterworks, Property Sub-committee and the Council in the evening.

J. B. Smith & Co. are to be asked to give over to the city a strip of land 25x525 for a C.P.R. siding into the Western Cattle Market.

A building permit was issued on Saturday to Mr. Martin for two one-story brick with mansard roof dwellings in Berkeley-street, north of Queen, to cost $2400.

In adding to the strength of the foundation below the eastern wing of the City Hall last week, it was discovered that the section supporting the City Commissioner's department was one mass of filth, the accumulation of years.

ESTATE NOTICES.

IN THE MATTER OF THOMAS Shea of the City of Toronto, in the County of York, Cabinet Maker, insolvent.

Notice is hereby given that the above named Thomas Shea has made an assignment to me under the provisions of chap. 124 of the Revised Statutes of Ontario, 1887, of all his estate and effects in trust for the benefit of his creditors.

A meeting of the creditors of the said estate will be held at the office of Ritchie & Davis, Nos. 28 and 30 Toronto-street, in the said city of Toronto, on Tuesday, the 29th day of April, 1890, at the hour of four o'clock in the afternoon.

All creditors of the said estate are hereby required to file their claims, properly proved, with the said Ritchie & Davis, on or before the 29th day of April, 1890.

W. H. CARTER, Assignee.
Ritchie & Davis, Solicitors for Assignee. 136