

ON

Make

py
n calf lea-
day bar-
s, Blucher
1.99
Oxfords,
to 7 1/2
1.19
nkle-Strap
ad vici kid
1.99
black or
29

Girls

black, also
Friday .35
st length.
5

Workers

grass work.
near, 1.25
75

Delight-

lace Pins,
or \$3.50 to
Half Price

lk Ribbon
ent; Gold-
plete; 10k
ay Rings;
and Fancy
10k Gold
filled Curb
98
ogram en-
e Lis Scarf
real pearl.
ain. 1.99
Bows, 3.00;
r Pudding
\$3.00 Fern
Marmalade
98

Comfort

able neces-
and Toilet

pecial, 13;
2 for .25
2 for .19
white and
29
regular 50c.
23
35c. Spe-
21
25c. Fri-
19
owder, 15c
3 for .25
5c. Special,
3 for .10
lar 35c per
zen for .45
roll, Fri-
7 for .25

Friday .25
packages.
15
Friday .10
per pound
10
10
5
d to keep
3.00
size, Fri-
15
lorings, up
25

New Beach Lot For Sale

On west side of street, above Queen.
100-ft. frontage, only \$16.50 per foot
for quick cash sale.

H. H. WILLIAMS & CO.,
38 King Street East.

PROBS: Moderate northerly to easterly winds
and a little cooler.

FIFTY PEOPLE THROWN INTO
WATER BY COLLAPSE OF PIER

Only One Fatality—Excursion-
ists Were Waiting For Steamer—
Heroic Efforts of Two
Young Men Saved Many
Lives, While Others Stood
Helpless.

COWARDLY INCIDENTS
DURING THE STRUGGLE

OTTAWA, July 6.—Through the collapsing of a section of the pier leading to the dock at Queen's Park, Aymer, shortly after 5 o'clock this afternoon, 50 people, all residents of Fitzroy Harbor and Torbolton, were precipitated into the water. A scene of indescribable confusion followed. One fatality occurred, Mrs. Justin Davis of Woodlawn, near Torbolton, losing her life by drowning. Miss Pearl Graham, Torbolton, had a narrow escape, only being brought around with difficulty. The lives of the whole 50 persons were endangered, and had it not been for Mr. Foley, Ottawa, and Mr. Mullin, Hull, two young members of the Victoria Yacht Club, it is more than probable that a score or more would have met their death by drowning. To these young men and to Mr. Armitage, Torbolton, who assisted them in pulling the rescued out of the water into a boat, many owe their lives. At the time the accident occurred the pier was crowded with about 200 members of the Anglican Churches at Fitzroy Harbor and Torbolton, who were awaiting the arrival of the steamer G. B. Greene, which was to carry them back to their homes. The occasion of their visit to the park and to Ottawa was their annual excursion, held under the management of Rev. Mr. Iverson, rector of the two churches. The steamer was about to pull into the dock at the Victoria Boat Club to take on the excursionists awaiting its arrival. Many of those waiting were engaged in watching young Foley and Mullin swimming and diving. At the sound of the steamer's whistle a half hour was made toward the end of the dock, when suddenly there was a sound of rending timbers, and in a moment those who were standing over the spot where the great accident occurred hurried into the water with great force.

Thrown Into Deep Water.
Fifty people, it is estimated, including men, women and children, went down with the pier, and in an instant were struggling in the water. One end of the pier held up intact, and as a result a great mass of people were muddled in a mass at the bottom of the incline, many being pushed or shoved to one side out into the lake where the water was deep. At the point where the accident occurred the water is over seven feet deep. The balance of the excursionists stood seawardly helpless. Not so with Foley and Mullin. In a trice the two young men were engaged in their work of rescue. Hastily seizing up the situation and seeing that they alone in the crowd had any thoughts of helping those in peril, they plunged into the lake and commenced to bring the women to the pier. One after another was pulled, hauled, or carried to the platform, raised up the side of the pier, and the willing hands could bring them to safety. One after another they worked like beavers and never stopped until all were accounted for. Men doing what women and children did not offer a hand. Indeed, it seemed to be "save him who may."

Cowardly Incident.
In the water cowardly incidents occurred that throw no heroic light on the men who were thrown in along with the women and children. One of the cowardly incidents was particularly cowardly nature. Young Mullin had just pulled a woman out who was going down for the last time. Seeing another in a like predicament, he asked one of the male passengers, who was clinging to the dock, to take charge of the first woman while he went to the help of the second. The man did not reply and Mullin took his silence for consent, telling the woman to hold to the man's shoulder. He then turned and he heard the sound of a cry, looking around he saw the man strike the woman full in the face, sending her back into the water. Happily, however, Mullin was able to rescue both women, but in the hurry he lost track of the man who did the cowardly act.

NEW Y. M. C. A. BUILDING.

Invitations have been issued for the cornerstone laying of the West End Building of the Young Men's Christian Association to-morrow, 7:30 p.m. Addresses will be given by S. J. Moore, E. R. Wood, Thomas Findley and other representative Y. M. C. A. men, as well as by several ministers. The public are invited to attend the ceremony, which should be of great interest. The west enders are looking forward to the completion of the new building with great expectations because of the very meagre accommodation provided at present in the old building, corner Queen and Dufferin. The new location will be within easy access of all of the present and future members of the association, and will be much nearer to a very large section of the city which is largely populated by young men who are in boarding houses and by families of moderate means.

Cut Down Estimate.
KINGSTON, July 6.—(Special).—Because the finance committee of the council refused to sanction an additional grant of \$5000 to build a new school, the board has cut down the estimate from \$15,000 to \$10,000, the original amount voted by the ratepayers. It is stated that the board will even cut out fire escapes to do this.

The Toronto Worker

Twelve Pages—Friday Morning July 7 1911—Twelve Pages

FIFTY PEOPLE THROWN INTO
WATER BY COLLAPSE OF PIER

To Harvest Western Crop

WINNIPEG, July 6.—At this belated date the Canadian Pacific Railway is rousing to a sense of its responsibilities in harvesting what at the present time promises to be the two-hundred-million-and-over bushel crop of the Canadian prairie west. It was stated this morning at the company's office that a number of enquiries had been telegraphed to large employers all over eastern Canada, asking whether they could spare men. Answers received to date show that the labor situation is not encouraging. Instead of being able to spare men, employers say they have not enough to meet their normal requirements. It is possible, tho, that an altogether novel experiment will be made, of bringing from seven to ten thousand men from British Columbia points, mainly from Vancouver. It has been pointed out to Sir William White that, owing to the exceptional labor conditions prevailing at Vancouver, a large number of men are out of work. The Canadian Pacific Railway has been asked to grant the same cheap harvesters' fares from the coast as are offered from eastern Canadian points. There is little doubt that these will be conceded, and that the prairie west in its hour of need will thus get help from the Pacific coast. Rates will be extended to Seattle and all points in that territory reached by the Canadian Pacific.

MUCH DAMAGE BY LIGHTNING
FRED REVOLVER TO QUELL MOB

Two Houses Struck at Barrie
—Three Brockville Cottages
Destroyed—Barns, Stock
and Implements Burned.

BROCKVILLE, July 6.—(Special).—Two thunderstorms which brought the rain down in torrents, giving relief from the stifling heat, were gladly welcomed throughout this section to-day. Farmers are also in a joyful mood, as meadows and crops were beginning to feel the need of water after the unusual warmth. During the storm lightning struck three cottages close to the town. The summer home of Fred B. Steacy at Fernbank was the scene of one of the attacks. The lightning struck the roof, tearing a hole thru and twisting the rafters as if they were matches. At the point where the accident occurred the water is over seven feet deep. The balance of the excursionists stood seawardly helpless. Not so with Foley and Mullin. In a trice the two young men were engaged in their work of rescue. Hastily seizing up the situation and seeing that they alone in the crowd had any thoughts of helping those in peril, they plunged into the lake and commenced to bring the women to the pier. One after another was pulled, hauled, or carried to the platform, raised up the side of the pier, and the willing hands could bring them to safety. One after another they worked like beavers and never stopped until all were accounted for. Men doing what women and children did not offer a hand. Indeed, it seemed to be "save him who may."

Defeated by Shock.
BARRIE, July 6.—(Special).—Considerable damage was done in this locality early this morning during a severe thunderstorm, which passed over the section during the early hours. The homes of J. Wellington and Wm. Goddard, on Centre-street, in the Alandale ward, were both badly torn up. Goddard was defeated by the shock, and up to noon his hearing had not been restored. His wife was also stunned and killed, and all his hens and implements reported to have been completely destroyed.

Stock and Implements Burned.
BEAVERTON, July 6.—This morning about six o'clock during a severe thunderstorm, which passed over the section during the early hours, the new barn of Donald Brown, reeve of the Township of Thorah, was struck by lightning and burned to the ground. Mr. Brown's loss will be heavy, as four horses, twenty-five hogs, one cow and six calves were killed, and all his hens and implements were burned.

Trolley Struck.
NIAGARA FALLS, Ont., July 6.—(Special).—For half an hour to-day the most severe electric storm of the summer raged along the frontier. On the American side great hail stones fell. Several trolley cars were struck by lightning. Firemen were called out to extinguish a blaze resulting from two telegraph poles being struck.

ENTIRE ROAD FINANCED

MONTREAL, July 6.—The presence of Sir William Mackenzie and Sir Donald Mann, together with Col. Davidson, in this city at the same time has given rise to much speculation, and some of the forecasts were verified to-day when it was officially announced that the Canadian Northern has secured financial backing for the construction of the entire route from the Pacific to the Atlantic. It was also announced that within thirty months the railroad would enter into Montreal by a tunnel and erect a magnificent central station.

PEERS RELUCTANT
TO YIELD UP
CONTROL

Veto Bill Leaves Lords With
Clause Committing to Joint
Committee to Determine
What Bills Are Money Bills
—May Also Require Refer-
endum.

LONDON, July 6.—The committee stage of the parliament bill, otherwise known as the veto bill, for the curtailment of the powers of the lords, was concluded in the house of lords to-night. Although numerous amendments and new clauses seeking to modify its provisions were put forward by members, these were all withdrawn or rejected. The debate throughout displayed great restiveness on the part of the peers against their leaders and there were significant differences of opinion. Lord St. Aldwyn, who as Michael Edward Hicks-Beach, was chancellor of the exchequer in 1885, and again in 1895-1902, the financial leader on the Conservative side, more than once declined to vote with his party. The house of lords shows the greatest reluctance to yield its control of money bills. As the bill leaves the lords, it commits to a joint committee of six members of the two houses the power of deciding whether or not any bill is a money bill, and when the government bill reposes in the speaker of the house of commons alone. Commons will reject Amendments. Further clause two of the parliament bill, the virtual power of referring any important bill to a referendum of the people. The report stage has been fixed for the lords for July 13, and when the bill goes back to the house of commons, it is certain that these new clauses and amendments will be rejected on a vote. What course the house of lords will then adopt is uncertain, but the strongest influences are being brought to bear for the passage of the bill, relating to bills other than money bills, was passed, the debate proceeded on the new clause moved by Lord St. Aldwyn, who proposed the appointment of a joint committee of the two houses to determine the character of the bills which are to be referred to the people. The lords are expected to consider it on July 13, and the veto provisions of the parliament bill, which differentiates between general legislation and money bills, leaving it to the house of commons to determine what constitutes the latter and requiring the house of commons to pass a bill before it is referred to the lords for ratification. The lords are expected to consider it on July 13, and the veto provisions of the parliament bill, which differentiates between general legislation and money bills, leaving it to the house of commons to determine what constitutes the latter and requiring the house of commons to pass a bill before it is referred to the lords for ratification.

Lord Cromer and his fellow Unionist peers profess to fear that a money bill may pass the house of commons with the veto of the lords. They declare that it is not a sufficient safeguard to leave the settlement of the question to the speaker. Lord Cromer said that when he previously proposed the appointment of a joint committee of fifteen, it was merely a question of time before the commission composed of representatives of the United States and Great Britain and a disinterested umpire. This arbitration will be the second under the general arbitration treaty of 1908 between America and England. The first subject undertaken being the North Atlantic fisheries dispute, which was settled by The Hague Tribunal last summer.

Lord Morley of Blackburn said that he could not understand how members who had voted on a measure of bringing the veto under the arbitration treaty of 1908 between America and England. The first subject undertaken being the North Atlantic fisheries dispute, which was settled by The Hague Tribunal last summer.

CONTRACTS AWARDED FOR
C.N.R. PACIFIC SECTION

Grade Will Have to Be Blown Out
of Solid Rock—Three
Miles of Tunnels.

VANCOUVER, July 6.—The Northern Construction Co. of Winnipeg and P. Welch of Spokane, contractors for the building of the 183 mile section of the Canadian Northern Railway between here and Kamloops, have awarded contracts as follows: Aymer Bros. and Henning of Vancouver, Hope to Yale, 14 miles; Burns and Jordan, Spokane, Wash., Yale east, 14 miles; Spokane, Spokane, 5 1/2 miles; Cunningham & Co. of Greenwood, B.C., 5 1/2 miles; Boston Bar; W. A. Tierney & Co., Vancouver, 11 miles; A. E. Griffin and James Welch, 19 miles to Lytton; Grant, Smith & Co., Seattle, Lytton to Spoke's Bridge, 23 miles; Twoby Bros., Portland, Ore., Spencer Bridge east, 41 miles; Grant, Smith & Co., 29 miles to Kamloops.

Charge May Be Mutiny.
KINGSTON, July 6.—(Special).—Walter Hunter, Arthur Francis, Harry Sullivan and Wm. Sparring, found guilty of being disorderly on the steamer Kingston, were remanded for sentence to-day. Sullivan may have to answer a charge of starting a mutiny on the vessel.

An Automatic Eden

ROCHESTER, N. Y.,
July 6.—A special from
Brockport says that apples
growing on the Frank Spar-
lin farm, north of there,
were baked on the trees by
the intense heat yesterday.
Some of the apples were
taken to Brockport and ex-
hibited in a store window.

ARBITRATION TO
SETTLE OLD
DISPUTES

Great Britain and United States
to Submit Claims Aggre-
gating Several Millions,
Some of Which Go Back
as Far as the War of
1812.

WASHINGTON, July 6.—The principle of arbitration of international disputes, in so far as its application to the United States and Great Britain is concerned, received a pronounced impetus to-day. Secretary of State Knox and Ambassador Bryce signed the first schedule of certain pecuniary claims existing between the United States and Great Britain and the terms of their submission to arbitration in accordance with the special agreement signed Aug. 18 last. Not satisfied with this accomplishment for one day, the secretary and ambassador then further lent their energies in the cause of international peace by conferring for an hour on the proposed general arbitration treaty, which is to supplant, by broadening its scope, the very convention under which the pecuniary claims will be arbitrated. This conference was devoted to questions relating primarily to ratification. It is admitted in official quarters that the treaty is all but completed, and the administration is confident it will be finished in time for submission to the senate for ratification at the present session. The pecuniary claims to be arbitrated are several million dollars. Some of them are of long standing, even antedating the war of 1812, while many grew out of the war in the Philippines and relate to fisheries and the Fiji Islands.

Both the special agreement and the schedule of claims will now be submitted to the senate for ratification. The special agreement, which commits the two governments to the arbitration of claims and provides the machinery of the arbitration tribunal, while the schedule is a list of claims believed to be legitimate and worthy of consideration. It is generally understood that the question will be arbitrated by a commission composed of representatives of the United States and Great Britain and a disinterested umpire. This arbitration will be the second under the general arbitration treaty of 1908 between America and England. The first subject undertaken being the North Atlantic fisheries dispute, which was settled by The Hague Tribunal last summer.

CONTRACTS AWARDED FOR
C.N.R. PACIFIC SECTION

Grade Will Have to Be Blown Out
of Solid Rock—Three
Miles of Tunnels.

VANCOUVER, July 6.—The Northern Construction Co. of Winnipeg and P. Welch of Spokane, contractors for the building of the 183 mile section of the Canadian Northern Railway between here and Kamloops, have awarded contracts as follows: Aymer Bros. and Henning of Vancouver, Hope to Yale, 14 miles; Burns and Jordan, Spokane, Wash., Yale east, 14 miles; Spokane, Spokane, 5 1/2 miles; Cunningham & Co. of Greenwood, B.C., 5 1/2 miles; Boston Bar; W. A. Tierney & Co., Vancouver, 11 miles; A. E. Griffin and James Welch, 19 miles to Lytton; Grant, Smith & Co., Seattle, Lytton to Spoke's Bridge, 23 miles; Twoby Bros., Portland, Ore., Spencer Bridge east, 41 miles; Grant, Smith & Co., 29 miles to Kamloops.

Charge May Be Mutiny.
KINGSTON, July 6.—(Special).—Walter Hunter, Arthur Francis, Harry Sullivan and Wm. Sparring, found guilty of being disorderly on the steamer Kingston, were remanded for sentence to-day. Sullivan may have to answer a charge of starting a mutiny on the vessel.

4 MORE DEATHS
ARE TOLL OF
HEAT

David Smith, Alfred Hartley,
Charles Kinsey and Un-
known Man Were Suddenly
Stricken and Failed to Rally
—Three Cases of Prostra-
tion Reported.

—DEAD—
DAVID SMITH, 45 years, Scotch im-
migrant, 155 Hallam-street, col-
lapsed at lodging and died with-
in two hours.
ALFRED HARTLEY, 28 years, ex-
pressman, 1 Exchplace, col-
lapsed while unloading wagon at
foot of John-street, died shortly
after being taken to St.
Michael's Hospital.
CHARLES KINSEY, 50 years, chief
engineer of The Globe, overcome
at work and died at his home, 11
Baldwin-street.
UNKNOWN MAN, 45 years, picked
up unconscious at Mill and Par-
liament-streets, died on arrival at
General Hospital.

—PROSTRATED—
WILLIAM JOHNSTON, 22 years,
driver for Lake Simcoe Ice Com-
pany, collapsed on wagon at foot
of George-street, in St. Michael's
Hospital.
JAMES MARTIN, 45 years, 5 Aude-
street, collapsed in College car,
taken home by ambulance.
MISS HELEN TERRY, young
woman, 128 Grange-avenue, col-
lapsed at home, removed to Grace
Hospital in police ambulance.

Four deaths and three collapses from heat were reported by the police and hospitals yesterday in spite of the greatly reduced temperature. Three of them dropped in the streets, while the fourth collapsed while at work and died shortly after being taken home. Five o'clock seems to have been the fatal hour. Those who collapsed were an ice-man, who succumbed while on his wagon at noon; a man who was prostrated while riding in a street car and a woman who was so reduced at her home that she was taken to hospital. None of these are in a serious condition. Charles Kinsey of 41 Baldwin-street, chief engineer and electrician with The Globe for the past 20 years, was overcome by the heat yesterday afternoon while at work and died shortly after reaching his home. He was 50 years of age. The late Mr. Kinsey was a native of Montreal, coming to Toronto from Woodstock, Ont., where he had married Miss Jane E. Dunn. His wife with nine children survive him. Scotch Immigrant Victim.
David Smith, a Scotchman, 45 years of age, came to the city Monday from Scotland. He went to board with Jas. McKnight at 155 Hallam-street. He went out yesterday afternoon and returned at 4 o'clock and complained so that Dr. W. H. Wright, 123 Westmoreland-avenue, was called. He died at 5:30. The body was removed to the morgue.

Alfred Hartley was an expressman employed by William Dalley, 163 1/2 West Richmond-street. He lived at 1 Exchplace, and was taken to St. Michael's Hospital, where he was taken in the police ambulance. The body is in the morgue.

CONTRACTS AWARDED FOR
C.N.R. PACIFIC SECTION

Grade Will Have to Be Blown Out
of Solid Rock—Three
Miles of Tunnels.

VANCOUVER, July 6.—The Northern Construction Co. of Winnipeg and P. Welch of Spokane, contractors for the building of the 183 mile section of the Canadian Northern Railway between here and Kamloops, have awarded contracts as follows: Aymer Bros. and Henning of Vancouver, Hope to Yale, 14 miles; Burns and Jordan, Spokane, Wash., Yale east, 14 miles; Spokane, Spokane, 5 1/2 miles; Cunningham & Co. of Greenwood, B.C., 5 1/2 miles; Boston Bar; W. A. Tierney & Co., Vancouver, 11 miles; A. E. Griffin and James Welch, 19 miles to Lytton; Grant, Smith & Co., Seattle, Lytton to Spoke's Bridge, 23 miles; Twoby Bros., Portland, Ore., Spencer Bridge east, 41 miles; Grant, Smith & Co., 29 miles to Kamloops.

Charge May Be Mutiny.
KINGSTON, July 6.—(Special).—Walter Hunter, Arthur Francis, Harry Sullivan and Wm. Sparring, found guilty of being disorderly on the steamer Kingston, were remanded for sentence to-day. Sullivan may have to answer a charge of starting a mutiny on the vessel.

APARTMENT FOR RENT

\$50.00 Per Month—Elm-avenue, Rose-
dale — Beautiful five-roomed apart-
ment; hardwood floors; gas stove; re-
frigerator and kitchen cupboard; fan-
in building. Immediate possession.
Apply H. H. WILLIAMS & CO.,
38 King Street East.

X VOL. XXXI—No. 11,276

4 MORE DEATHS
ARE TOLL OF
HEAT

David Smith, Alfred Hartley,
Charles Kinsey and Un-
known Man Were Suddenly
Stricken and Failed to Rally
—Three Cases of Prostra-
tion Reported.

—DEAD—
DAVID SMITH, 45 years, Scotch im-
migrant, 155 Hallam-street, col-
lapsed at lodging and died with-
in two hours.
ALFRED HARTLEY, 28 years, ex-
pressman, 1 Exchplace, col-
lapsed while unloading wagon at
foot of John-street, died shortly
after being taken to St.
Michael's Hospital.
CHARLES KINSEY, 50 years, chief
engineer of The Globe, overcome
at work and died at his home, 11
Baldwin-street.
UNKNOWN MAN, 45 years, picked
up unconscious at Mill and Par-
liament-streets, died on arrival at
General Hospital.

—PROSTRATED—
WILLIAM JOHNSTON, 22 years,
driver for Lake Simcoe Ice Com-
pany, collapsed on wagon at foot
of George-street, in St. Michael's
Hospital.
JAMES MARTIN, 45 years, 5 Aude-
street, collapsed in College car,
taken home by ambulance.
MISS HELEN TERRY, young
woman, 128 Grange-avenue, col-
lapsed at home, removed to Grace
Hospital in police ambulance.

Four deaths and three collapses from heat were reported by the police and hospitals yesterday in spite of the greatly reduced temperature. Three of them dropped in the streets, while the fourth collapsed while at work and died shortly after being taken home. Five o'clock seems to have been the fatal hour. Those who collapsed were an ice-man, who succumbed while on his wagon at noon; a man who was prostrated while riding in a street car and a woman who was so reduced at her home that she was taken to hospital. None of these are in a serious condition. Charles Kinsey of 41 Baldwin-street, chief engineer and electrician with The Globe for the past 20 years, was overcome by the heat yesterday afternoon while at work and died shortly after reaching his home. He was 50 years of age. The late Mr. Kinsey was a native of Montreal, coming to Toronto from Woodstock, Ont., where he had married Miss Jane E. Dunn. His wife with nine children survive him. Scotch Immigrant Victim.
David Smith, a Scotchman, 45 years of age, came to the city Monday from Scotland. He went to board with Jas. McKnight at 155 Hallam-street. He went out yesterday afternoon and returned at 4 o'clock and complained so that Dr. W. H. Wright, 123 Westmoreland-avenue, was called. He died at 5:30. The body was removed to the morgue.

Alfred Hartley was an expressman employed by William Dalley, 163 1/2 West Richmond-street. He lived at 1 Exchplace, and was taken to St. Michael's Hospital, where he was taken in the police ambulance. The body is in the morgue.

CONTRACTS AWARDED FOR
C.N.R. PACIFIC SECTION

Grade Will Have to Be Blown Out
of Solid Rock—Three
Miles of Tunnels.

VANCOUVER, July 6.—The Northern Construction Co. of Winnipeg and P. Welch of Spokane, contractors for the building of the 183 mile section of the Canadian Northern Railway between here and Kamloops, have awarded contracts as follows: Aymer Bros. and Henning of Vancouver, Hope to Yale, 14 miles; Burns and Jordan, Spokane, Wash., Yale east, 14 miles; Spokane, Spokane, 5 1/2 miles; Cunningham & Co. of Greenwood, B.C., 5 1/2 miles; Boston Bar; W. A. Tierney & Co., Vancouver, 11 miles; A. E. Griffin and James Welch, 19 miles to Lytton; Grant, Smith & Co., Seattle, Lytton to Spoke's Bridge, 23 miles; Twoby Bros., Portland, Ore., Spencer Bridge east, 41 miles; Grant, Smith & Co., 29 miles to Kamloops.

Charge May Be Mutiny.
KINGSTON, July 6.—(Special).—Walter Hunter, Arthur Francis, Harry Sullivan and Wm. Sparring, found guilty of being disorderly on the steamer Kingston, were remanded for sentence to-day. Sullivan may have to answer a charge of starting a mutiny on the vessel.

WHAT CITY COUNCIL DID

Talked long and loud for six
hours.
Authorized the immediate com-
mencement of the construction
of the civic car lines.
Endorsed expropriation of the
C. P. R. corner at Yonge and
King-streets.
Passed important sanitary by-
laws.
Abolished the island commit-
tee.
Voted for the issue of general
decreases to the value of \$250-
173 for waterworks purposes.
Voted for the usual summer
vacation.
Adjourned until 3 o'clock this
afternoon.

COME UP THIS AFTERNOON

Judge Winchester's report of
the works department and mo-
tions before the council.
Sunday observance.
Appointment of fair wage of-
ficer.
Building permit to C. P. R.
Humber Park boulevard and
H. T. R. siding application.
Bridge across western island
lagoon.