



The Toronto World.

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The Insanity of Men and Their Schemes.

The cable has not yet announced the fact, but it is probably true, that Mr. Gladstone has taken proceedings against Lord Randolph Churchill for criminal libel. The latter characterized the English Premier as a common quack and said his Home Rule bill was a harebrained and insane measure. This was surely a dangerous statement to make when the insanity is backed up by the majority of the English House of Commons. We would like to hear "Randolph's" opinion on a certain canal scheme that people in Toronto have had dined up to them and named lately. This canal involves a lockage of 603 feet, necessitating 40 locks and 80 miles of canal navigation. Vessels are not allowed to go through the St. Lawrence Canal at a greater speed than four miles an hour, and it takes on an average 20 minutes to pass through an ordinary lock. It would take at least 33 hours for a vessel to go through the proposed Huronville Canal. According to Mr. Tully's survey it would take 40 hours. The distance saved is about 200 miles. It is a poor vessel that cannot steam 12 miles an hour in the open lake and do this 200 miles in 30 hours, allowing 10 hours to do the Welland Canal. Here, then, is a canal that actually increases the journey to the sea instead of diminishing it. Put "Randolph" on a case of this kind and the English language would find him in describing its insanity and lunacy. But, in addition to the 603 feet of lockage, the building of such a canal would require a cutting of 900 feet deep, and this cutting runs for miles and miles. The Panama Canal is nowhere in comparison. Harebrained and insane are mild terms to apply to the project.

A Philanthropic Sunday.

To those entitled to the use of our parks, those who deliberately shut up our parks on Sundays and every entrance to the tolling masses, to whom we commend an extract in another column from The Philadelphia Times of Monday last. It will delight these estimate citizens to read in detail the temptations and the besetting sins that they have been instrumental in keeping outside the walls of this pious city. Toronto is suffering under a double load of sinners in regard to her Sunday observance laws. Her citizens are deprived of the benefits to mind and body that follow in the course of the glad sunshine and the open fields. Not only are they deprived of these advantages, but in addition, their peace of mind is disturbed by the gratuitous interference of 400 officious neighbors. Of the two injuries the latter is the more intolerable. Our city is full of people who have more time to devote to the affairs of their fellow-citizens than to their own. To thrust their opinions and their ways of living upon others is to them the height of happiness. Witness the songs of thanksgiving when it was deemed that the city was saved from the dangers of the Philadelphia Sunday as outlined in another column. Witness also the enthusiasm and the praise-God spirit of the men and women who assembled in Toronto the other day to further the cause of prohibition and the compulsory abstinence of wine and beer and good Scotch whisky. There is a divine principle of more binding obligation than the ascetic rules of Calvinism, or the interdict command of the total prohibitionist. This principle is the right of the individual to live according to the dictates of his own conscience, provided such living does not interfere with a similar right on the part of others. Of all principles of human government the most sacred is the right of the individual to live as he pleases, and the ascetic and the prohibitionist will not be able to disturb the order of nature, however enthusiastically they may make the attempt.

Our Water Supply.

The locality from which our water supply is taken at present is in Lake Ontario. It has this advantage, too, that it is the nearest to the city of all the proposed ones. It is the only one that is not only free from contamination, but is estimated to cost \$500,000. Whether or not the tunnel should enter upon the work of making this tunnel just at present is a question about which there is considerable difference of opinion. To raise the necessary funds would not involve a very large increase in our annual water rates, especially if the cost of constructing the work were spread, as is to be in such a case, over a period of 10 or 20 years. This project ought to be financed apart from the ordinary taxes. The expense of getting pure water should be added to the cost of the water. Nothing that citizens receive within their houses is as cheap as their water supply, and we do not think the average citizen would object to an increase of ten or twenty per cent. in his water rates if he were assured he was getting pure water, water guaranteed not to produce typhoid and other fevers. Impure water is dear at any price. If our water supply is likely to go bad in the future again, as it has in the past, we will pay much more in dollars' blood than would pay the tunnel.

The Coming Census.

In the taking of the coming census the public should be fully apprised of the fact that this enumeration has nothing to do with taxes or assessments of any kind whatsoever. The civic authorities ought to make it their business to inform the public, either through the press or by posters. Citizens should be informed that the proposed enumeration is taken merely for the purpose of checking the alleged census of the assessors. Unless this is done, the very houses will be subjected to the elements of the police enumerators. Now that the city is committed to the taking of the census, every effort should be made to have the work thoroughly performed. Let us have a census that we can rely upon. The district that each police officer will work ought to be published and the figures of each district should be given in detail. In this way the work of every one taking part in the enumeration can be checked, and the fact that it can be so checked will ensure greater care on the part of those doing the work.

NO HORSE CARS AFTER NOV. 15

THE CONVERSION OF THE STREET CAR SERVICE.

Many Changes Which It Is Proposed to Bring Into Effect Within the Next Six Weeks—Additional Cars to Be Brought Into Service—Improvements Which Will Be Performed.

As a chronological fact rapid transit was first introduced in Toronto on Aug. 5, 1892. Prior to that time the means employed to drag its street cars were the same as those used by Noah in gathering his material for the Ark. For fourteen months the work of converting the tracks in the various streets has been in progress and in six weeks the last horse car will have disappeared from the streets of the Queen city.

Vice-President Everett anticipates that every car in the city will be operated by electric power within six weeks. The work has been crowded for all its worth. An idea of the rapidity with which the work is progressing may be had when it is stated that the construction department converted 9000 feet, equivalent to a mile and a half, of track in the last week. The slower work, such as the costly intersections, is pretty well completed so far as the present season is concerned, and it is proposed to complete the remainder of the work before the first of November. The motor cars will be run over the present rails in Blower until spring, when the conversion will be made. On the Dundas line the conversion cannot be made until the permanent pavement is completed above the bed. This will be effected early next season, and it is the intention of the company to establish a special excursion service to High Park during the midsummer.

No new bills will be established, but in fact yesterday's "tie together" of the various lines in order that an opportunity will be afforded passengers to secure as many through lines as possible without transferring. By this arrangement the Bathurst line and Parliament-street will be joined in one line and the Broadview and Devonport lines will also be united. The College and Carlton cars will about Nov. 71 run from High Park to Pape-avenue. A complete service will be run from the Park to the Hospital, and a sufficient number of cars to accommodate the traffic will continue the journey to Pape-avenue. Few people have any idea of the number of cars that will be run on the company for every car in the city. On the Yonge-street route 11 cars are run while on the Bathurst line 18 cars are run. Yet the profits of the company are more from the Yonge-street route than from the Bathurst line. Therefore a difference of \$85 per day in the running expenses of the two lines.

Preparing for the Change. At the present time there are 70 motors and 110 cars in service. Many of these, however, are 10-ft. cars. By Nov. 15 every single motor and every 10-ft. car will have been converted to the full standard size of 12 ft. and the equipment will have been increased to 120 motors, capable of pulling trailers when the traffic warrants, and 100 trailers, making 220 cars in the service. All the cars and motors are being constructed at the company's shops here, and are being turned out at the rate of five per day.

As to Transfer. Yesterday Vice-President Everett forwarded to the City Engineer a plan founded upon that of Buffalo, under which passengers are given limited tickets at the intersections of the different lines. Under this system it is proposed that the company should be provided for transferring. It is not likely that the ticket system will be brought into use for a fortnight or so, owing to the immense amount of work necessary in perfecting the details. As one transfer point—Church-street, for instance—no fewer than 24 distinct transfers will be arranged for.

Transfer at Car Stages. Superintendent Goss is now engaged in preparing a schedule of the requisite number of motors and trailers which will be required to be added to each route and of the consent increase in mileage. Even if the company runs more than twice the number of car miles that they did when they were in August, last the car mileage was \$59,338, an increase over 18 per cent. The number of passengers carried was 2,943,724, and the number of transfers was 917,646. In the city of Toronto, today, counting transfers, men, women and children patronize the street railway 160 times a year—a showing which compares very favorably with cities of twice the population.

How the Cars Will Run for a Fortnight. Beginning this morning every alternate car on the Queen-street route will run on Dundas-street as far as School-street, giving a 10 minute service in Queen-street and a five minute service in Dundas-street from Dundas to Church-street, where the cars will turn, owing to the fact that School-street is to be torn up and work commenced on it to-day. Each motor car will have a trailer attached. The cars will not be running in Yonge-street south of King for a week or two, as the road is not ready to be used. The Yonge-street cars, however, will run to the Union Station, via King and York-streets, in a couple of days, and return by the same route. The electric service will probably be started on Front-street to the eastern end of the route, inside of two weeks. Pending the conversion of Church-street, which will be a fortnight or more, electric cars will not be placed on the Parliament-street route. As soon as possible the electric service will be substituted for the present night car service. The Street Railway Company's various workshops cluster around each other in Front-street east like grapes on a stem. In these workshops cars are built, not only in Toronto, but for Montreal, London, Hamilton, Woodstock and Winnipeg. The first building is a large three-story structure abutting on Front-street, and running back a distance of 180 feet. On the first floor on the eastern corner is the blacksmith shop, which is similar to 35 men. The six floors are blown by belows operated by an electric motor. Six new electric sweepers are being built on the second floor, four of which are for Montreal, one for Winnipeg and one for Toronto. These electric sweepers are quite an improvement on the old cases. They are five feet longer than the ordinary sweepers and instead of having the motor man and trolley man standing outside exposed to the elements everything is in operation from inside. The space in front has been turreted resembling the caboose of a freight train. The front of the car will be covered by plate glass and protected by large doors, behind which will stand the motor-man. The trolley pole will come through the roof. Along the sides there will be a small passageway instead of an iron, as in the old sweepers. These electric sweepers are being built in front of the car. Along the sides there will be a small passageway instead of an iron, as in the old sweepers. These electric sweepers are being built in front of the car.

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An Old Entertainment With a New New Feature... Peaceful citizens passing Trinity Medical College, Spruce-street, Monday afternoon passed on the walk in front of the building and wondered whether it had been converted into a hospital.

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W. A. CAMPBELL Successor to Campbell & May. Assignee in Trust, Accountants, Auditors, Real Estate, etc. 32 FRONT-ST. WEST.

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