

THE STRATFORD HORROR.

PERSONAL.
rumored here that Hon. Hector
in will be knighted K. C. M. G. on
ay. A number of that gentleman's
here have ordered his portrait to be
by Forbes, and they will present it
on his return.

SOUTH WELLINGTON.
WELSH, May 5.—At a meeting of 300 electors of the city and county, held in the City Hall to-night, to select a candidate in the forthcoming election of the Conservative party for the south-western division of Wellington. Mr. M. Sweetnam, of Guelph township, was unanimously elected to represent the nomination.

Hamilton Merchants the Sufferers.

A jeweller of Port Hope, named James A. Montgomery, a young widower occupying a high position in society, has been missing since Friday, 26th ult., and there is little doubt he has absconded, after having incurred a large number of debts, and committed forgeries for £600 and other sums. The missing man in charge of the store stated that he said he was going to Stratford to attend a friend at Court, and it is understood that he did Mr. Lodge and others the same story on the midst of the new flutter of excitement which was received at Port Hope from Mr. Montgomery that he was still awaiting the trial to come on in Stratford. At the instance of a Stratford Constable Marshall tele-

CRIMINAL CONDUCT OF THE DYNASTY
MATE SHIPPERS.

STRATFORD, May 6.—Ever yet the excitement consequent on the terrific explosion of yesterday forenoon has not subsided. Hundreds of people from the country and surrounding villages have come to town to witness the scene of the disaster, those living within a radius of fourteen or fifteen miles of Stratford imagining that either the entire city had been blown up or that an earthquake had taken place. Business has been almost entirely suspended, in the effort to ascertain the damage done by the explosion, which is enormous. The loss to the G. T. R. Co. will in itself foot up to many thousand dollars, whilst all over town damage has been done to property. Instances of miraculous escapes are still coming to light. A Mr. John Wilson had his silk hat knocked off his head, and smashed to pieces, but escaped with a slight scalp wound. A number of boys playing on the street leading to the station were thrown over and considerably bruised, but although several pieces of debris were dashed down on the street in their immediate vicinity, they escaped without injury. The enormous force of the explosion can be better imagined, when it is stated that bars and fragments of iron weighing 30 and 40 pounds were carried in several instances for a quarter of a mile and then varied deep in the earth. A portion of a car axle, weighing over 150 pounds, was blown into a garden 200 yards distant and buried two feet in the soil. A bar of iron 11 feet long and 1½ inches in diameter fell in front of Robinson's store as he stood at the front door of a mile from the

Mr. Kelly's house was blown into the air by the explosion of the children's cart. Pieces of iron from the cart containing the dynamite were blown in all directions—the massive wheels were shattered like glass, and one piece weighing about 100 pounds was sent flying into a gentleman's house about 500 yards from the station. The rails were bent and twisted like bamboo canes, and many were hurled with the velocity of cannon ball great distances from the scene of the wreck. The debris covered several acres and at the time of writing has not been nearly all collected. It is remarked here that one of the most singular circumstances in connection with the explosion, excepting the course, Mr. O'Donoghue's marvellous escape, was the fact that the cars immediately before and in front of the one containing the explosive material were left standing without the sign of a scratch, while others on the side line extending both east and west were shattered to atoms.

A reliable correspondent ...
 having summary of

little girls' names—Chas. Brazier, \$75; George Frank, \$50; Blair, \$50, and wife cut with glass; Nurse and Enoch Aldridge, double house, \$1,600. In this house a large piece of was driven through an inch board in the board. John Cary, storekeeper, wife and himself badly cut with glass, loss on furniture over \$500; Richard P. \$200; George Carpenter, \$150. John badly shaken up; Patrick Murphy, loss \$200; John Jones, \$75; James White, loss on house and furniture, about \$100; Connolly, wife badly cut, a piece of glass driven an inch into her neck, and a piece of car wheel casting, 10 or 15 lbs., being driven into the house, which is severely blown into from the scene of the catastrophe yards over \$200; James Brophy, loss over \$200; and children badly hurt \$200, wife cut. Mrs. Sullivan, loss on

Board had to act as a London Committee. At the last annual meeting one seat at the Board was left vacant, and in order to make room for the London Committee it was necessary to create two more vacancies. The Board, there-

and it went on in my hand"; I said, "we never had anything like this occur from a rocket"; he said it was caused by the clay or the charge.

The sale will take place
day of May next, at 3 p.m.
The property can be ins

ports are uniform and refined. Tea

West Indies is firm. Low brown

as such would be up, but the present appearance is that dandyism has been rather "sat upon" as something which is dangerous to be at large in a contest of the present kind. But we shall see how that is.

HOW WE LOST THE WORKSHOPS.

Since the removal of the Great Western car shops has been imported into the present contest a little plain common sense in regard to that matter may not be out of place. It suits Mr. Gibson's organ at present to blame Mr. Carling and Mr. Meredith for their removal, to-morrow it will perhaps suit better to blame Mr. McInnes and next day somebody else. None of these men are to blame; Mr. Carling and Mr. Meredith, in a matter affecting the local interests of London, would of course be true to their city; they would not be very trustworthy men in other matters if they were not. As a matter of fact Mr. Carling did all he could to secure the shops for London, and he is not to be blamed for doing so, unless the people of London think he made a bad bargain for them, but that is their affair and not ours. We do not know that Mr. Meredith had anything to do with the matter, but if he had the same remarks apply to him.

The men who primarily caused the removal of the shops were the original promoters of the Hamilton and Lake Erie Railway, among whom were James Turner, Hon. Adam Hope, John Stuart, J. M. Williams and Edward Gurney. We do not mean that they sanctioned or approved of the removal, but it was their action in promoting the line in question which inevitably led to the removal.

The question of constructing the Hamilton and Lake Erie arose from the necessity to Hamilton of having railway competition. As railways had been managed in Canada, the competing point was the favored one, and the advantages of competition became an absolute necessity to Hamilton's position. Either that had to be secured or its position as a large commercial centre was lost. On the east of us Toronto had railway competition; on the west of us London had it, and both of them therefore had an advantage over Hamilton which was making serious inroads upon the business of the city. It was the opinion of almost every business man in the city that we must either have railway competition or that every establishment which distributed goods over the country must remove to Toronto. That opinion was shared by the railway promoters of Toronto, and that was the object they aimed at. It was the prize for which they struggled in the fierce railway strife of eight years ago. The building of the Hamilton and Lake Erie was the means adopted to avert the disaster. To give that line into the hands of the Great Western was to defeat the object in view. Such was the position from the city point of view.

The Great Western management of course could not look upon the intrusion of a rival without concern. The men who had that property in charge would have been false to their plain duty if they had not striven to avert the danger. By the construction of the Canada Southern it became the Great Western's interest to defend their traffic in Hamilton and London against the new rival. Hamilton as the more important point had their first consideration. The Hamilton and Lake Erie would let not only the Southern but also the Grand Trunk into Hamilton. The London and Port Stanley was the avenue through which the Southern could have reached London. It is not necessary to re-

the other hand, with equal experience, and after an examination of many of the very same cases, comes to the conclusion that the

bulk of them and but a few honesty. We make a radio to meet the know most opposite in dark for the tween them vency law n olusion, the against the ent be the c abuse the le turn to that the very oc

into debt which he cannot pay except by the sale of the stock which he runs in debt for, meets with a fatal business misfortune, such as every business man is more or less liable to, it is not in accordance with justice that he should for the rest of his life be prevented from earning a living unless he leaves the country. That is what the absence of an insolvency law means. It should be kept in mind that such a law is not for the benefit of the creditor alone; justice to the debtor is part of the object, and if he is honest and attentive to business, he is entitled to be fairly dealt with, even if misfortune should prevent him from being able to pay his debts. That he may be a man unfit for the management of business, and yet goes into it, is not a fault which he should bear the whole responsibility of, for no man is a perfectly accurate judge of his own capabilities. The man who credits him is under obligation to decide on that point, as well as his debtor, and if both of them make a mistake there is no help for it. Creditors, it is to be feared, while having a keen appreciation of the duties of debtors, are apt to have but a dull perception of their own and to give credit under conditions in which reasonable care would not expect any other than an unfortunate result. There are conditions of honest capacity and capital without which success in business cannot be expected, and the man who gives credit without assuring himself that these conditions are present is not an object of unqualified sympathy when he meets with loss which care and prudence should have prevented him from running the risk of. At present the current runs wholly against the debtor, and with too much reason, but it may be depended upon by the opponents of an insolvency law that men's sense of justice will finally decide in favor of some form of such a law, and it will be wisdom on their part to make the best law they can.

From the evidence we have examined we are left in no doubt that in a considerable proportion of cases the law has been grossly abused for the purpose of escaping the payment of debts. We do not refer now to cases where illegal fraud has been attempted, but to cases where nothing of the kind was either palpable on the surface or could have been proved. The numerous insolvencies of the last few years have dulled the edge of commercial honor, and removed in some measure the stigma of business failure. The ease with which discharges have been granted and the pecuniary advantages of a composition have proved too great a temptation to many men who believe themselves to be honest, and who pass for being so. As a means of arresting this demoralizing influence the repeal of the law for a year or two would not have been a matter for much re-

in the United States; and Great Britain has a route over Canadian soil or than any other. The Governor therefore asked the House for power to contract for the construction of about miles of road without coming to Parliament so that they may be a rveys, and so soon as line commences the w In bringing down th it to be distinctly und flection whatever on t Government, but simi consideration of the ca Parliament what they of completing the Can early as possible. H a on the future of Ca is overcrowded popi is a place where th ropean, directly he es, became at once a showed how the prom onal highway must of providing employ g population now out

from the Mother country who mu their homes on the fertile lands of th west, and thus help to build up Cana considered if the work were not carr once, that our lands may be idle whereas, if it were carried out at once lead to a settlement of our lands rig the continent, and not only of the l served for twenty miles on either sid line but those behind them, which left in the hands of the Govern concluded, after a brilliant peron moving the House into Commite Whole on the Pacific Railway resolu

Sir John Macdonald said the Cr sented to the resolutions. Hon. Mr. Mackenzie said he had to the speech of the hon. gentleman terest, and only regretted that it place so late in the session. He cla although the Government were su a large majority, yet they had no ri that majority to impose an abuse tutional right on the House; held, was being attempted v asked power to make a contract fo of road through the most difficult the world, and without the line b located. He complimented the Ho of Public Works on the modera tone, and then proceeded to defend of the late Administration, which was the only one they could pursu when Mr. Sanford Fleming was last year he had been instructed the leading contractors, and ever ance of Sir John Rose had been s not a single definite offer had be complete the work on the terms of were 20,000 acres of land per m per mile, and a per cent. for 25 j extra amount that may be deeme if on these terms he could get n it up, how then can the Hon. Public Works expect to succeed v position. He ridiculed Hon. D remarks about Canada, chargin now it suited his purpose, ing it as a very paradise, a short time since the very shown. He wondered how the could expect British statesme Canada to obtain settlers v few days since they passed legislating against the interes Britain and directly in favor of States. However, he hoped for Canada that some British states found with such magnanimity the hon. gentleman expects, b British statesman with a voice he would think twice before do thing. As to the resolution selection of the Burrard Inlet premature, if that selection w then what was the choice of t terminus by the present Go years before the late Govern Burrard Inlet? He could tell he had only chosen the Burrar survey had been made, while t men opposite made their sele single inch of ground had bee then pointed out the many r Burrard Inlet was considered, rat Inlet, the better place for claiming that it was nearer, easier reached and approved, and military authorities over. He did not see how the Hon

HS EDITORIAL
"HOW WE LOST THE
WORKSHOPS"

HS 12 MAY 1879

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The Spectator.

MONDAY, MAY 12, 1879.

DANDYISM.

We hope the report is not true that the little dandy element among Mr. Gibson's supporters has been snubbed, because the public in that case will lose much genuine amusement. It was quite an active little element in his behalf, and fluttered its gay plumage and put on its superfine airs with most encouraging prospects for the lovers of fun. It had reached a little philosophy of its own—had this dandy element. It had formed a theory of the underlying sentiment of ordinary people, and its theory was that such people were easily impressed by airs of superiority and that the most certain way to gain their votes was to run Mr. Gibson as the dandy candidate. For a couple of days, at least, its influence was plainly perceptible in the columns of Mr. Gibson's organ. In the interest of the dandy method of carrying an election that journal delivered what were meant for high-toned sneers at Mr. Murray a mere grocer—an "imported Scotchman," whose physical qualities might fit him to win distinction in the same line as Hanlan and earn the same kind of vulgar applause, but when this "imported Scotchman" and mere grocer so far forgot his position in life as to aspire to a seat in Parliament, in opposition to a gentleman whose culture and training fitted him for such a high position, then dandyism was compelled to hold its fastidious nose and utter a mellifluous protest, "by Jove."

The experiment, we fear, has not succeeded. The men whose votes and whose influence are necessary to give Mr. Gibson even the vote of the regular members of his own party failed to be impressed with the capering airs of the dandyism which had prepared itself to show how political fields were won, and how ordinary people would vote in awe-inspired obedience to the magnificent exterior with which they were to be dazzled. The fact is that the dandy has never had full justice done him in this world. Thackeray has called a snob a "fribble," and Carlyle has pounced him with whole broadsides of red hot scorn. Robert Burns once demolished the proprieties of an Edinburgh drawing-room by calling him a "d—d blockhead" to his face for criticising poetry by University rules and leaving the soul of it out of consideration. In fact, every man who has left a name behind him has had an indignant thrust at the dandy. The dandy, we insist, has not been justly treated by the verdicts of literary criticism, and

capitulate the details of the contest. It will be sufficient to say that the Great Western would have built the Hamilton and Lake Erie, without cost to the city, and would have put up their shops here on condition of being allowed to control the new line and keep their rivals out. Their offer to do so was firmly refused, and the refusal was sustained by the almost unanimous approval of the business community. That is how we lost the Great Western car shops, as we shall presently show. Mr. McInnes and a few others endeavored to effect a compromise between the parties, and succeeded in bringing about an agreement between the Hamilton and Lake Erie men and the executive officers of the Great Western Company, which would not have interfered with our railway competition, and yet would have given the Great Western certain advantages over the new line. It was not such an agreement as the Great Western wanted, but in the opinion of the executive officers it was the best that could be obtained. That agreement failed because it did not meet the approval of the Board in England. Now, it was perfectly well understood that by insisting upon the Hamilton and Lake Erie as a competing line we should lose the Great Western workshops. No secret was made of it by the railway Company, and every man who promoted the building of the Hamilton and Lake Erie, whether in a prominent or a humble capacity, knew that that was likely to be the result.

The Great Western, unable to keep its rival out of Hamilton, fell back upon a defence of its traffic in London. That city controlled the London & Port Stanley, over which the Southern could have come in, and Mr. Carling, on behalf of that city, had offered to surrender the control of the London & Port Stanley on condition of the Great Western removing their car shops to London. That was the only means the Great Western had of defending their interest in London, and the executive officers in Canada agreed to the terms proposed. They reported upon it to the Board in England and the bargain was ratified by the English Directors, and the car shops were removed accordingly. There is not the least ground for blaming any one in the transaction. Both parties acted upon their interests, and the removal of the shops was one of the results. In place of them we have the Hamilton & North-Western Railway. If that line is not of more value to the city than the car shops, then we made a mistake in promoting its construction, that is all. To blame this man or that is mere childishness. By the construction of that line the removal of the shops came about as naturally as a move is forced in chess.

As things have turned out, however, merchants who give credit must take the matter into their own hands. Under the present law they have ample power to prevent the law from being used for this purpose, and the
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lition
from Sarnia praying for the appointment of a permanent Railway Commission.

Mr. KEELER presented the report of the Special Committee on Trent River navigation.

Mr. ROBERTSON (Hamilton) moved for leave to introduce a bill to amend the Insolvent Act of 1875. He explained it was merely to prevent official assignees from being appointed assignees to the estate, and also to provide that no discharge should hold good against non-traders.

Mr. DREW objected on the ground that no notice had been given.

Hon. Mr. HOLTON thought it was a case in which the Government should take the responsibility otherwise he did not think his hon. friend would succeed in obtaining the unanimous consent of the House.

Hon. Mr. MACDONALD (Picton) thought the bill should be allowed to pass its second and third reading that day, as it was only providing for a point on which the House had almost unanimously declared itself favorable. He considered any member who undertook to stop the bill would incur a heavy responsibility.

Mr. CASEY was of the same opinion, but thought the bill should have been brought in by the Government.

Mr. ROBERTSON withdrew the bill.

Hon. Dr. TUPPER said it was not his intention at that late period of the session to take up the time of the House on the subject, especially as the House was thoroughly acquainted with all the details connected with the Canada Pacific Railway, and he had endeavored in the report he had brought down to afford them all the information at his disposal. He then detailed the history of the Canada Pacific Railway from its inception to the present time. In doing so he pointed out the change of policy made by the late Government, and admitted that they made that change in good faith and with the idea that it was the best means of completing that great work. When his right hon. friend came into power he found things in a very different state from that in which he had left them. He would give in round numbers the amount estimated as being required to complete the railway. To complete and equip the line from Kaministiquia to Red River, \$18,000,000. The Government did not hesitate for a moment as to the necessity of completing the 185 miles required to connect the two portions already built on the east and west. Subsidy to the Canada Central Railway, as per agreement, \$1,500,000; the Georgian Bay branch with equipment, \$1,900,000; the Pembina branch with a fair equipment, \$1,750,000; Pacific Tele-

BARRIE

SWITCHING ON THE FLY

NA 5/22/1879

22 MAY

Non-Form.

The National Anthem, which loyal hearts should unite in singing on Saturday, is printed on the first page of this paper.

A ten-pounder rewarded the patient trolling of Mr. J. Clarkson the other morning. The luck of the fishermen generally is getting better.

A good house greeted the second public appearance of the Philharmonic Society on Thursday evening. The concert, we believe, was very much enjoyed.

The majority of business men in town have, we believe, concluded to keep open on Saturday, the Council not having postponed the observance of the 24th till Monday.

A CAP-SIZE.—While paddling in a canoe about the pond in the premises of Chief Rogers, the other day, an Allandale young man realized the experience of "The Bold Fisherman":

Far from the shore he did not go,
When the winds they began to blow;
And his little boat it wobbled-wobbled so,
That slick overboard he fell!

FISH SUPPLY.—Mr. Begg, of the Govt. fish breeding establishment at Newcastle, put in Lake Couchiching 13,000 Salmon and Salmon Trout fry; in the river at Hawkstone about 4,000 trout; and Tuesday night in Kempenfeldt Bay 4,000 Salmon Trout and 7,000 Salmon. The young fish were lively. This is the first instalment of the supply granted by the Government. The fry were put in Lake Couchiching merely as an experiment to see whether the warm and shallow water of that lake will permit of them thriving. It is our opinion they will make their way into the big lake.

ACCIDENT ON THE H. & N. W.—At the H. & N. W. railway station on Saturday night a rather serious smash-up occurred. What is known as a running switch was being made—that is the cars were being run from the main line on to the switch, the engine only giving them an impetus and then detaching and going ahead. The brakes for some reason were not put on, the consequence was that a collision took place between the moving cars and those on the switch, the rear car—a box—mounting the fore car—a flat—and it in turn shoving against two cars loaded with lumber, which, in their turn, struck a box car, the lumber smashing in the end of a box car loaded with potatoes, and spilling the spuds all over.

MENT ROLL

1879.

Given in his roll we follow in statistics

Proprietors	Assessed	Exempted	Total
St. George's Ward	\$3,976.27	83,500	\$87,473.73
St. Andrew's	6,045.78	80,820	86,865.78
St. Patrick's	1,801.97	13,420	15,221.97
Grand total	\$12,424.02	\$135,750	\$148,174.02

The total exemptions are:—Church, County, Town and School property, \$120,000; Gas Works, \$7,000; total, \$127,000. The net assessment is \$12,424.02, or about the same as last year. The population shown by last year's roll was 2,612; this year it is 4,302—a very respectable increase.

three miles south of Duntroon, which has caused so much trouble and expense on account of sinking, has again disappeared. Quite a number of men were engaged drawing clay last week, for the purpose of filling up the gap. It is said that over 200 ear loads, together with ties and rails, have entirely disappeared, and only a few stumps on the edge remain to mark the place where the railway was built.

THE BRADFORD NEWS says:—"Who PAYS THE DUTY under protection, was forcibly exemplified a few days ago by the following incident: A gentleman of this village sent to the Dingee & Conrad Rose growers of West Grove, Chester Co. Penn., for eight roses, costing \$1.25. The roses arrived, but fifty cents custom charges had to be paid. This proves who pays the duty, as under the old tariff they would have come in free." This also proves that if the man who wanted rose trees had bought them in Canada, he would not have had any duty to pay.

COMMERCIAL.

BARRIE MARKETS.

May 22nd, 1879.

Fall Wheat	0 90 @	0 95
Treadwell	0 90 @	0 93
Spring	0 85 @	0 90
Harley	0 50 @	0 60
Peas	0 62 @	0 66
Oats	0 45 @	0 50
Hay	10 00 @	13 00
Straw	6 00 @	8 50
Potatoes per bag	0 85 @	0 90
Butter rolls	0 14 @	0 15
"—tub	0 12 @	0 13
Lard per lb	0 8 @	0 10
Eggs	0 10 @	0 00
Mutton, by carcase	0 07 @	0 07
Sheep Skins	0 75 @	1 00
Dressed Hogs	5 50 @	6 00
Hides	4 00 @	4 50
Beef—hind quarter	7 00 @	8 00
" fore quarter	6 00 @	7 00
Turkeys each	0 90 @	1 50

TORONTO MARKETS.

(From to-day's Mail.)

May 21st, 1879.

Fall Wheat	90 00 to	1 02
Spring Wheat	0 90 to	0 98
Harley	0 40 to	0 65
Oats	0 35 to	0 40
Peas	0 62 to	0 67
Rye	0 50 to	0 60
Dressed Hogs	6 00 to	6 25
Beef—hind quarter	6 00 to	6 50
Mutton	7 50 to	8 00
Chickens per pair	0 50 to	0 65
Ducks per brace	0 55 to	0 75
Geese each	0 60 to	0 80
Turkeys	0 90 to	1 50
Butter	0 35 to	0 40
Eggs per dozen	0 08 to	0 10
Apples per bin	1 75 to	2 00
Potatoes, per bag	1 10 to	1 25
Hay	0 00 to	13 00