

ONTARIO  
AND  
QUEBEC  
RAILWAY

TORONTO  
GLOBE

1883-1884

C. H. RIFF

quested to kindly do so as soon as possible.  
**An Italian influx.**  
A contingent of 53 Italian railway labourers in a special car arrived at the Union Station yesterday morning, from Buffalo, en route for Millbrook, where they are engaged to work on the O. & Q. Ry. Most of the party have been in the United States for some years, but, with the exception of one person in the party could speak English with fluency. The C. P. R. have several agents in Buffalo engaging Italians, and it is expected that a number of this class will cross the lines this summer.

**Demand for Farm Labourers.**

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MAY 5, 1883

GLOBE

The committee despatched to  
Mr. M'Keehan, Mr. H. C. Tracy, and Jury, of  
Thomaston, and Mr. Williams of Hamilton, to  
make arrangements for the trial.

On the 2nd instant, the Ontario and Quebec  
Railway Company, of Canada, and the  
Montreal and Lake St. John Railway, by Agents, Marshall,  
Tremblay & Co., and Mr. W. R. Rose, for  
the Montreal and Lake St. John Railway, and  
Messrs. G. L. and J. C. Thompson, for the  
Ontario and Quebec Railway, in  
the County of Thetford, Quebec. They were instructed  
by the above firms on the 1st instant, to make  
arrangements with the Montreal and other neighbouring cities  
to furnish 1000 more laborers to the same  
section of the road.

Montreal, July 5, 1883.

July 5 1883

GLOBE

## LOCAL NEWS

### A Fall in Wheel.

Yesterday morning about nine o'clock an open dray heavily laden with wheat was turning off the main railway track corner Queen and College, both streets one of the hind wheels collapsed, causing a spill. Several bushels were dumped into the road between the rails.

Champlain & St. Lawrence Railway.

Fifteen Italian labourers were sent by Messrs. Bell & Co. to Montreal yesterday for work on the Ontario & Quebec Railway at that point. Large numbers are being sent to intermediate points along the line. The work of construction is reported as being pushed forward rapidly.

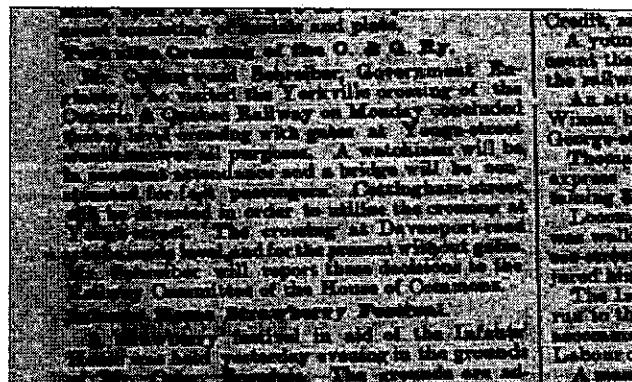
### Preparing for the Twelfth.

The three District Orange Lodges of Toronto

street, was the Kaplan family, who complained of the fire some time yesterday. Passes of \$1 opening.

The first Lenten dinner was held yesterday evening at the United Methodist Church, 5th Street, and

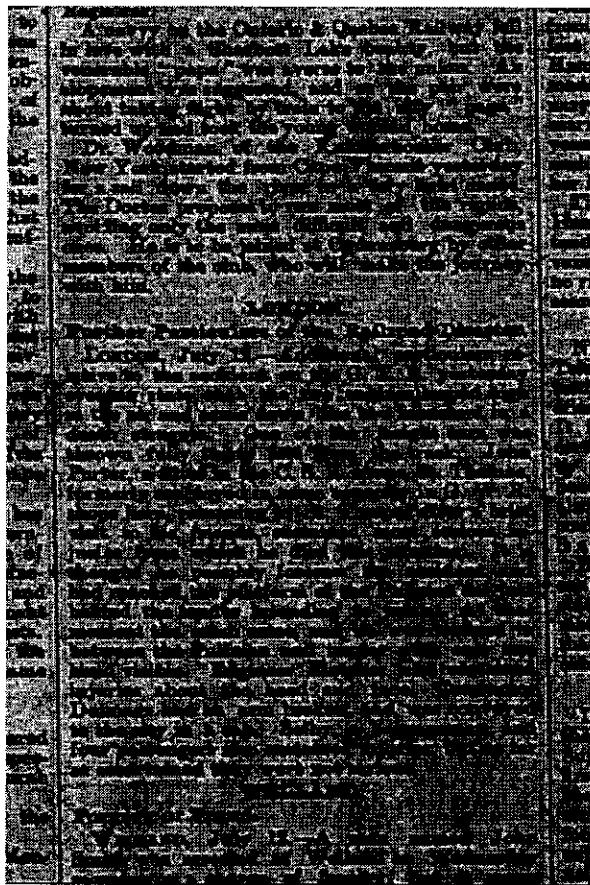
July 10, 1883  
Globe



July 11, 1883

G. A. B.

July 13  
1883  
Globe



had been taken, the British fleet had left it, but he nevertheless failed to do so, saying that he would hold any fleet he wished. It turned out that the American fleet had left and was subsequently taken down.

The Toronto, Grey, & Bruce Line.

An agreement has been entered into between the directors of the Ontario & Quebec and the Toronto, Grey, & Bruce Railway Companies, whereby the former company leases the line of the latter for a term of 999 years from the 1st of August, 1883, at an annual rental of \$150,000. Meetings of shareholders and board members of the respective companies will be held on the 12th of September next to consider the same.

Committed Areas.

John Ward, who is at present sending his bill for the amount of £151 from York, Britain,

JULY 27  
1883

GLOBE

ate, sub- val- age r, to d in arm- PAGE	<p>Doyle, W. Halpin, and M. Cuspoz were very Rev. Father Laurent performed the services for the dead in the church and at the grave.</p> <p><b>Index of Italian Railway Men</b></p> <p>Construction on a couple of the large roads in the United States having ceased, the Italian labourers engaged on them are being brought over into Canada in large numbers. Nearly all of them are engaged by the Canadian Pacific Rail- way agents and sent off to either the Sault or Algoma Mills branch. At present there are be- tween 400 and 500 on the Sault Ste. Marie branch, and about 500 on the Algoma Mills branch. These are being added to every day. To-day about 100 Italians will be sent 60 to Coldwater and 60 to Peterboro' on the Ontario and Quebec Railway. The Canadian Pacific get these Italians about ten cents per head a day cheaper than ordinary labour. The regu- lar rate being paid at present on the C. P. R. is \$1.50 per day. The Italians as a rule are paid \$1.40 per day.</p> <p><b>Toronto Fifty Years Ago.</b></p> <p>Mr. S. S. Junkin, of St. Catharines, writes us with respect to the population of the town of Vivian in 1833. He says: "Your reporter must</p>
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July 30,  
1883  
GLOBE

## RAILWAY NEWS.

## SPORT

## THE NAME &amp; NUMBER.

GRATUM, July 31.—It is understood the last section will be driven next Saturday, at Wallaceburg, of the first section of the Erie & Huron Railroad, forty miles. The ballasting and fencing and stations are also well forward. There seems to be some misconception regarding the carrying away of the company's bridge at this place. Only one bridge was destroyed, not two. The superstructure of an iron bridge was carried away by a cyclone when in a critical, weak, unfinished state. The second bridge destroyed by a flood was simply fair work for the construction of a new bridge, made strong enough to temporarily carry surrounding towns, but being only piles driven in the river, was not strong enough nor intended to resist a flood of all such as such an extraordinary jam and rush as the London flood, which caused so much devastation and horror. The engineer who designed and built the company's iron bridge was Mr. George S. Field, of Buffalo, President of the Central Bridge Company, chief engineer and contractor for the new Oswego Southern bridge at Niagara Falls, and one of the ablest engineers in America. No blame or fault can attach to the Erie & Huron Co. for their indifference here.

## THE K. &amp; P. ROAD.

KINGSTON, Aug. 1.—The K. & P. Railway has received \$11,000 from the O. & Q. Railway for the right to cross the dryway at Sharbot Lake. H. H. Kalbom & Son are negotiating for land south of the C. O. Railroad, Trenton, where they propose building their docks and switch from the railway.

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AUGUST 2

1883

Globe

TO, TUESDAY, AUGUST 14, 1883.

**RAILWAY NEWS.**

House, of  
Mr. J. H.  
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**THE CONVENTION BUSINESS.**

The holding of conventions to settle details, arrange pools, rules, &c., general time-tables, and in fact to do everything and anything connected with the railway business, is a growing "institution" in this country. If there is any question made, a convention is called to carry it out; if it is carried out to any extent without a convention, one is soon called to arrange concerted action between certain roads. The business affords peculiar facilities for conventions.

**NOTES.**

The earnings of the Wabash for the first week in August increased \$60,286. The newly-discovered fuel, "lignite," has been made to do duty as locomotives. The earnings of the Milwaukee, Lake Shore & Western for the first week in August increased \$35,635.

Two conductors on the Canada Southern division and one on the Chicago division of the Michigan Central have been discharged for occasionally leaving a friend without a ticket. Workmen are now preparing to lay the rails on the Ontario & Quebec Railway, across the narrowest part of Lake, and alongside the N. P. R. A solid wall of cut stone has been built which will form the support for a neat and substantial stone bridge.

The railroads between Perth and Starbo Lake, on the Kemptown and Pembroke Railway, will be laid by, about end of this week. Ballasting will proceed immediately, if possible, and there is every probability that by Sept. 1st passenger trains can be run over the route.

The traffic of the Midland Railway for the week ending August 4th, 1883, was as follows:—Passengers and mails, \$3,247 56; freight, \$14,519 70; total, \$17,800 06, as compared with \$16,374 50 for the corresponding week of 1882; \$15,326 29 for the same week of 1881; being an increase of \$1,473 25; and the aggregate traffic to date is \$309,516 02, being an increase of \$32,513 over last year.

Mr. James T. Brushart, of Buffalo, assistant to the President of the New York Central; Mr. S. H. Durfey, President of the Erie Line; Mr. H. Vanderbilt, right-hand man; John H. Davis, of Boston; and Judge P. R. Rainey, of Cleveland, had a conference recently in St. Louis. For the purpose, it is said, of perfecting the connection of the Vanderbilt system with St. Louis and the West.

Nominally, a car load is 20,000 pounds. It is also 70 barrels of salt, 70 bushels of corn, 50 bushels of wheat, 100 sacks of flour, 6 cords of soft wood, 30 to 50 head of cattle, 50 or 60 head of hogs, 10 to 150 head of sheep, 2,000 feet solid logs, 15,000 feet of timber, 12,000 feet of shingle boards, 11,000 feet of shingles, 13,000 feet of shingle boards, 40,000 dollars' worth of material such as lumber, shingles, 40,000 bushels of feed, meal, seed and other large quantities of grain, seed, meal, and other large quantities of lumber, 800 bushels of fruit, 100 of barley, 400 of corn, 200 of oats, 300 of hayseed, 300 of 100 of hemp, 200 of rye, 200 of buckwheat, 200 of

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against the Canada Southern procuring rights to  
expropriate land for yards, etc., inside the town  
limits. There was also a committee appointed  
consisting of several outside of the Council to  
treat with the Canada Southern officials to see  
what improvements can be offered to induce them  
to locate their yards, shops, etc., inside the town  
limits, and said committee to report at a public  
meeting to be called at an early day.

### E. & P. M.R. CONSTRUCTION.

KINROSS, Aug. 14.—The work of laying the  
track on the eight miles of the E. & P. M.R. ex  
tension will be commenced in a week. The dis  
tance will be covered in two months. The line  
will not reach Rensfrew until 1886, owing to the  
engineering difficulties to be surmounted.

### THE SOUTH-EASTERN SALE.

MONTREAL, Aug. 16.—Advice from New  
York regarding the sale of the South-Eastern  
Railway to the New York syndicate are reported  
to be satisfactory, the parties now being engaged  
in arranging details.

### PASSENGER TRAVEL INDEX.

OMAHA, Aug. 16.—The railroad passenger  
was between Chicago and St. Louis has ended,  
and the competing roads have formed a pool.

### NOTES.

The regular monthly meetings of the fast  
freight lines will be held at Niagara Falls Wed  
nesday and Thursday, Aug. 29th and 30th.

The traffic returns for the Toronto, Grey, &  
Bruce Railway for the week ending 11th August,  
1882, show receipts of \$9,421, as against \$8,123  
for the corresponding week last year.

The Grand Trunk had two new parlour cars  
on the road yesterday, manufactured in London,  
which, for comfort and elegance, are unsurpassed.  
The freight business is at present heavy.

During July the gross earnings of sixty-four  
roads were \$94,622,000, a gain of \$1,142,261 over  
the corresponding year of 1881, with 5,240 more  
miles of road under operation, so that the  
majority of the roads really had a decrease.

The rails on the Ontario and Quebec Railway  
were laid across Yonge-street Tuesday, and to  
day it is expected to have it completed, as far  
as the first bridge east of that street, when the  
necessary material for the construction will be  
brought up.

Track-laying has begun one mile north of  
Jacobs, Mich. on the Grand Trunk extension,  
and will continue until the force from South  
Lyons is met. The laying of iron will begin at  
the latter place about the 10th inst. The right  
of way has not been secured across the Michigan  
Central up to this time.

The American Machine Co.—Quite a  
number of attempts have been made to extend  
the attachment of locomotives over the tops  
of the cars by means of pipes, making the  
point of connection the back end of the train.  
Could this be carried out it would effectually  
overcome the objection of snakes and riders. But  
the thing has been found impracticable, for the  
numerous joints could not be kept together with  
a train moving round curves at high speed. An  
inventor, all the way from Constantinople, Turkey,  
has now taken out a patent for a device of  
that kind. Perhaps if he had known a little  
more about American railroad matters he would  
not have invested his money in a patent of this

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AUGUST 17  
1883  
GLOBE

## LOCAL NEWS

### The Queen's Own.

It is stated on good authority that in case Col. Otter resigns Major Miller is prepared to accept the colonelcy. It has been generally believed that this was not the case.

### The Smallpox Hospital.

It is understood that a public meeting of the ratepayers of the township of York will shortly be called with the object of inducing the Townships Council to reconsider their action regarding the erection of the city Smallpox Hospital on the goat farm.

### Jumping Off Moving Trains.

A young man attempted to jump off the 6:40 train at the Union Station yesterday evening when it was well in motion. Not being accustomed to the business he missed his footing and was thrown a considerable distance along the hard macadam pavement. His face was badly cut and bruised, and his clothing torn in the fall.

### Railway Navvies.

Mr. Scully yesterday sent about 40 Italian labourers to Bellville by the Grand Trunk, from which place they will go north to work on the Ontario & Quebec Railway. There is a great demand for railway navvies just now, as great many labourers are working at harvesting. Mr. Scully will go to England shortly to arrange for men for railway work.

### Excursion to New York.

Another New York excursion will leave Toronto on Tuesday, the 28th of August, under

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### The Forger.

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AUGUST 20, 1883.

aid election, whereby the election of Lowley was void." The order of was to enable the petitioners to add, and other paragraphs, after "or the words "and other words."

Thus, there being, as I before observe, clauses of offences included within section 7. The petition as presented, class, and as amended both classes, is whether the Court or a judge had made such an amendment as that of section 12 which deals with the of the Court, is as follows:—"The it shall, subject to the provisions have the same powers, jurisdiction, with reference to an election petition proceedings thereon as it would have were an ordinary case within its It may be taken, therefore, that cited and restrained by the act would have power to amend ; but I am of opinion that the object to the provisions of this Act," restrain the power of the Court, the exercise of the jurisdiction exercised in this case. The second of section 13 of the Act, which prescribes within which a petition shall be indicates that "a petition shall be within twenty-one days after the time so held, unless it complain of the ground of corrupt practice, and allege the payment of money or other has been made or promised since the person elected at the election, or on or with his privy, and in pursuance of such corrupt practice, in which be presented at any time within days after the date of the alleged promises, whether or not any person has been previously tried." The enactment is distinct that must be presented within days, except in the one specified case not discovered since the election, as taken place since the election, and the petition may be presented at within twenty-eight days, not after the offence, but from the taking which constitutes the offence. That strong to know the intention of the that, except in the specifically excepted, the petition must be presented within days after the day of the when does the introduction of the allegation make this in effect a new petition said that it is merely expanding and we plain that which is already except that is not, in my opinion, a well- intention, because the petition as amended charges only one of the offences

must also find for the petitioner. The respondent was nominated by a convention of persons who represented or assumed to represent the Reformers of the various municipalities in the riding. Harber acted as a delegate at that convention. He had acted in the same capacity at a convention held shortly before, when a gentleman was nominated as a candidate who afterwards withdrew, thus giving occasion to hold the second convention. Harber had not been very formally delegated to either of the conventions, but he attended at the request and with the recognition of some members of his party. The important fact is that he was actually present and acting as a member of the convention which nominated the respondent.

There is no pretence that any means were arranged for carrying on the contest of that anything was depended upon except the exertions of those favourable to the respondent or his party. The respondent did not undertake a personal canvass, or appoint any particular persons of associations of persons, his agents for the purpose of carrying on the contest. He depended on his friends or the members of his party, and in the words which he addressed to the persons assembled at the convention, when he thanked them for his nomination, he intimated that he expected his friends to work for him. It is not necessary to consider at present how far his address to that convention might be treated as authorizing all those who were in the room to act as the agents of the speaker, the assembly then present comprising a number of persons who were not in any sense delegates, and who had taken no part in the nomination; still less need we discuss its effect as possibly capable of being used as evidence of the agency of others who may have belonged to the party, but who were not present. What we have here is a gathering of men who meet for the purpose of selecting a candidate as the representative of their party, which is not quite the same thing as meeting as volunteers to concert measures for the assistance of one who is already in the field or who is offering himself as a candidate; they select the respondent; he may or may not accept their nomination; he may decline as Mr. Patton had declined the nomination of the previous convention, or he may accept. He decides to accept, and tells those who have nominated him that he does so, and hopes to win; not because he undertakes to canvass the constituency and do the work which must be done, not because he depends on any central or branch organizations to conduct the contest, and not because he has any other machinery on which he depends, but because he relies on the exertions of his friends. Primarily such words are addressed to the individuals by whose action he has been induced to become a candidate, and as whose affair, at least as much as his own, he treats the matter. In now

the petition and trial, the respondent being entitled to the costs occasioned by those charges in the particulars on which he has succeeded.

Hon. Justice Ferguson concurred in every word that had fallen from his learned brother Patterson.

Hon. Justice Patterson in the course of the judgment took occasion to remark on the way in which the petition had been put up, condemning it as very loose and unsatisfactory.

Mr. Bethune called attention to the fact that the most part of two days had been occupied in taking evidence on the case sought to be added by amendment. Of course the respondent would be entitled to expenses incurred in regard to these.

Hon. Justice Patterson said that the respondent would of course be entitled to expenses in all the cases in which the petitioner had not succeeded. The petitioner had not succeeded in amending, and whatever expenses had been incurred by the respondent in regard to the cases which the Court had decided could not be added by amendment he would be entitled to.

## RAILWAY NEWS.

### K. & P. CONSTRUCTION.

KINGSTON, Aug. 18.—J. Bannerman, of the Kingston & Pembroke Railway extension, says work is being carried on at both ends of the line, between Calabogie Lake and Reid's mill. The filling at Grassy Bay and the rock cutting beyond will take a considerable time yet to complete. The section from Reid's mill to Renfrew will be left till some time next year. One side of the iron bridge for the Fall River crossing, Ontario & Quebec Railway, has arrived. Work is delayed beyond Fall River by a sink-hole at the ninth concession, South Sherbrooke. The track is laid across it, but sinks constantly until it is two or three feet under the water. The hole will be filled sooner or later, but at present it is an impediment to progress. The Kingston & Pembroke Railway had two or three similar trouble spots in the line, and one is not altogether cured yet. In fact, the company think of changing the line so as to avoid the ever recurring sinking of the road bed.

### THE N. T. & Q. RAILWAY.

The negotiations between the Nanasee, Tamworth, & Quebec Railway Company and Messrs. E. W. Rathbun, G. A. Cox, President of the Midland Railway Company, have been completed. Mr. Rathbun will have equal shares with the old company, and Mr. Cox will hold the balance of power, and act as amanu. A new Board of Directors will be organized. The new company, with the Government bonds, will have ample funds to complete and run the rail-

AUGUST 20 1883

GLOBE.

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**The G. T. R. Double Track.**

Teo. Bowie, an old and experienced contractor of Montreal, with Col. Collier, of Port Dover, have taken the contract for the grading and building of the double track on the G. T. R. between the Don and Scarborough Junction, a distance of seven miles. It is understood the work is to be commenced at once and finished this year. The plant is now being placed on the works, and a number of men and horses are at work.

**The Zoological Gardens.**

There was a large crowd at the Zoo last night. Some

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AUGUST 24  
1883

GLOBE



was drawn by four horses, a man was lying on it to give additional weight and second the efforts of the "plough boy" to make a furrow of a fair depth; all was vain, however, and the point of the plough merely scratched about two inches deep, and it was utterly impossible to keep the machine anything like straight. Hard and refractory as it is, it can, however, only trouble the contractors and not baffle them, for slowly the lengthening cutting is being sunk to its depth, and a few weeks will see it finished. As a necessary corollary to the cutting there is an embankment which, including the bridge crossing the Toronto & Nipissing Ry., is 2,200 feet long, and the bridge is 35 feet above the level of the slight stream. The bridge is 76 feet span, and the whole work is completed, awaiting the ironwork. Cuttings of 1,320 feet long and 9 feet deep, and 1,100 feet long and 15 feet deep, respectively, are met with, all completed to grade.

#### NOVEL EXCAVATOR.

On the farm of Mr. Abrahams, about a mile west of the Nipissing Railway, another cutting is encountered, ranging from 11 feet to nothing in depth, and 300 feet long; and here there are the most novel and efficient of the many horse-power excavators yet discovered in use. They are drawn by three horses, and consist of a box-like receptacle for the dirt, an endless band about 15 inches in width, and a steel scoop plough. The driver sits at the front, and all the machine is under his control. A start is made by lowering the plough scoop, the dirt is forced up it and caught on the endless band, which delivers it into the box. This latter holds about two-thirds of a cubic yard, and when it is full the scoop is raised, the progress of the machine is continued to the dump, where another layer is pulled, when the false bottom is opened and the contents left at any point satisfactory to the driver. There are six of these machines at work here and they have proven eminently satisfactory in every point, though not the least favourable feature is the fact that they never stop either in the course of filling or emptying. The cutting is well underway and it is confidently anticipated that it will be completed about the middle of October. Besides this latter cutting there is little to be done till the neighbourhood of Wexford is reached, for between this point and Agincourt the cutting down of a few knolls and the filling up of corresponding hollows will bring the line to grade. One thing which cannot fail to strike the most cursory observer is the solidity of the line. "Hard pan" may be difficult to cut through, but when once this is accomplished nothing can stand it as a road bed. Under Mr. Cosgrove at this end of the line there are 80 men and 60 horses employed. Of the former a few only are Italians, and Mr. Cosgrove says that they are good labourers as long as they are not required to do more than picking and shovelling, and provided that too many are not employed in one place. At first they were paid from \$1.20 to \$1.45 according to the report of the foreman as to their efficiency, but the swarthy sons of the South were not long in finding out that their pale brethren were receiving a uniform and higher rate of pay, and they insisted on a levelling up, which they got.

#### A FORTIDABLE WORK.

A hundred miles south-west from Agincourt lies a 140 acre and 60 horse at work under the superintendence of Mr. Booth, the senior member of the firm of contractors. Here is in progress one of the most formidable pieces of earthwork in Canada. The cutting runs 36 feet deep to grade, and it is 4,700 feet long, while the embankment formed by the dump is about a mile long, and is 30 feet high at its highest point. Mr. Proctor, the eminent scientist, is of opinion that the earthworks generally is more rigid

work. The designs show a very low structure of iron truss work erected on low stone pillars. The stone work does not project more than ten to twelve feet above the surface of the water of ground, as the case may be, while the iron truss work reaches to the height of 100 feet 9 inches.

#### BETWEEN THE DON.

West of the Little Don the land is much lighter in its character than on the other side, though it is none the worse for that. Mr. Morris stated that the foundations of all the pillars for the Little Don Bridge rest on clay, with the exception of the most westerly pair, where some gravel was reached. The land through which the road passes is largely owned by Messrs. Taylor Bros. and Mr. John H. Taylor till that owned by Mr. John Lee and W. Lee is reached, though there are patches intervening owned by other parties. On the section west of the Little Don Mr. McGuire has the sub-contract, which covers about four and a half miles of road, and in various points he has 65 men and 48 horses at work. The work on this section is not heavy, with the exception of a cutting of about twelve feet through the top of the hill immediately west of the Little Don bridge in Messrs. Taylors' bush. Here is a patch of the primitive forest, and it contains some exceedingly fine timber, which is now being cut out in the line of the road and made into lumber at a portable mill erected near the Independent Road. The timber is fine, and the quality of the land on which it is growing promises as much for the husbandman as the trees do for the lumberman. Lighter and more friable than on the east of the Little Don, it is more easily cultivated, and yet not one whit behind in yield, while the diversified landscape of hill and dale, forest and stream, make up a charming view. Before reaching the west branch of the Don there is one considerable and several smaller gullies, but once the eastern bank of that stream is reached, and a magnificent landscape stretches out before the view. The silvery stream winds its tortuous way through the encircling hills, and the wooded though steep sides of the latter give a preponderance of rather gloomy green, which forms not a disagreeable contrast. The road is borne across this valley by an iron truss bridge 810 feet in length, and 114 feet above the bed of the stream. The construction is similar to that of its eastern neighbour. The stone work is little more than commenced, though all the rough material is on the ground, and there is every probability of its being ready before the end of October. There is very little excavation needed on this portion of the line westward, though the ravines offer very formidable obstacles at times.

#### SITUATION IN "DOWNTOWN."

The country here is quite wild in appearance, and a stranger would with extreme difficulty be convinced that it lies within two miles of the city. The mix farms and the country roads present a rural appearance not often met with in his neighbourhood of a great city, and anxious to obtain a better acquaintance with the topography of the country recourse is had to a labourer engaged in cutting peat in a garden on Mr. William Lee's land.

"Can you tell me whose land this is?" queried the reporter.

"Mr. Wm. Lee's," was the ready response. "What place is it in? What is the nearest village?"

"It is in no place; I don't know of any village round here," was the reply.

So with this modicum of additional knowledge the journey was resumed. The hill on which Mr. Wm. Lee's place is placed is remarkable one, and to one ignorant of his surroundings it appears as if the line is situated over a plateau instead of being on a hillside. One naturally

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August 25, 1883

Globe

they find they are good labourers as long as they are not required to do more than picking and shovelling, and provided that too many are not employed in one place. At first they were paid from \$1.20 to \$1.45 according to the report of the foreman as to their efficiency, but the swarthy sons of the South were not long in finding out that their poor brethren were receiving a uniform and higher rate of pay, and they insisted on alevelling up, which they did.

#### A FORMIDABLE WORK.

Twenty miles south-west from Ayrscourt stands 100 men and 30 horses at work under the superintendence of Mr. Booth, the senior member of the firm of contractors. Here is probably one of the most formidable pieces of work ever undertaken in Canada. The cutting runs 20 feet deep to grade, and it is 4,700 feet long, while the embankment formed by the dunes is about a mile long, and is 30 feet high at its highest point. Mr. Proctor, the eminent scientist, is of opinion that the earth generally is more rigid than it would be were it formed wholly of iron or the greatest density and tenacity of that metal, and it is worked into various articles of use, and according to the quality of the earth in the Wau-Tau cutting, and remembering the immense compressive force which matter must be subjected to at great depths, this statement can be believed. After the upper shell of soil has been removed a kind of blue clay is reached, and though it is not "hard pan" it is something worse. The contractors were almost appalled at this obstacle when the true nature was discovered, but Mr. Booth set to work and obtained a machine called a steam shovel—constructed in Toledo. This, though of unusual strength, was unequal to the work, as hard and tenacious was the material, even after it had been assailed by the scorching blast of coal gas. Recourse was had to another and a stronger machine, and this is now facilitating the cutting at the rate of from 20 to 30 feet in the 24 hours. It has already been pushed on through, have taken off little less than half the total 30 feet to be moved, and the work is going bravely on. The machine may be described as a powerful land dredge. The mighty vessel, probes a huge bucket around wide over against the face of the cutting; hauls its way up, reaches a certain point, turns round, and places its machinery like a wagon on a track alongside the machine. Two horses usually fill this last holding, a team of mules, and a team of horses, and the machine is then moved forward, the horses being used to draw the machine along, and the mules to haul the load. The contractors are more than satisfied with the performance of the machine, and are anxious to have it continued in the work, as it is far superior to the hand labor, which is the ordinary for the completion of such a task. They have had a day of rest, and are again at work to-morrow morning, and the contractors are anxious to have the road completed as soon as possible. In the month of June, 1882, Mr. Booth, Mr. George, and Mr. Newell, contractors, and Mr. C. H. Booth, engineer, laid the first stone of the bridge across the Credit River, and the contractors have a large sum of money in hand, and are anxious to have a more rapid progress made. The contractors will be compelled to stop work during the winter, and the work will be suspended until the spring.

and a stranger would wish to know whether he can be assured that it lies within two miles of the city. The country farms, and the country roads present a rural appearance not often met with in the neighbourhood of a great city, and anxious to obtain a better acquaintance with the topography of the country recourse is had to a sojourner engaged in cutting peat in a garden on Mr. William Lee's land.

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"What place is it in? What is the nearest village?"

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So with this modicum of additional knowledge the journey was resumed. The hill on which Mr. Wm. Lee's place is situated remarkable one, and to one ignorant of the neighbourhood it appears as if the line is situated on a plateau instead of being on a hillside. One naturally expects that a railroad constructed on a hillside would be curved, but this hill presents an almost perfectly straight side line north-westerly direction, as if naturally laid out for the railway. The parting trees afforded the first evidence of the nature of the country, for through a long vista a panorama of beauty was unfolded. The comparatively wide valley of the Dens, the surrounding hills rising one over the other in grand and varied proportions.

"With nothing goes on, there had never been any real

work," said Mr. Lee, "but the soil has only to me an equal our best man with tools that he said, if he was of his own bought it had, does all who say told me canal w lakes a world indeed, known for this empire River, a the port credit a passenger boat the Sir, our failure because about Atlantic Coast the Do we now expect and th to that

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AUGUST 25 1883

Globe

MUST BE 66 FEET.

So Say the City Council Regarding the Parkdale Subway.

The Governor-General and the Exhibition—Protest from Brockton re Closing of Dufferin-street.

A special meeting of the City Council was held yesterday afternoon for the purpose of considering the question of the construction of the proposed subway at the Queen-street railway crossing at Parkdale. The Mayor presided. There were present—Ald. Turner, Bevins, Vaughan, Carlyle, Crocker, Hall, Murray, Walker, Adamson, Allen, Hastings, Millichamp, Leslie, Saunders, Clarke, Ryan, Davies, Sheppard, and Morris.

RAILWAY COMMITTEE POSTPONED.

The MAYOR stated that he had received the following telegram from Ottawa:—"It is proposed to adjourn the meeting of the Railway Committee of the Privy Council re Queen-street crossing till the 11th of September, when it is hoped that such agreement may have been entered into by all parties concerned as will be acceptable to the Railway Committee."

THE GOVERNOR-GENERAL AND THE EXHIBITION.

A deputation from the Industrial Exhibition Association, consisting of Mr. W. H. Withrow, President, and Messrs. McMaster, Elliott, and Mitchell were introduced by Ald. Turner. Mr. Withrow, on behalf of the Association, asked the Council to use the Exhibition Grounds for the presentation of the farewell address to His Excellency the Governor-General on the occasion of his last visit to Toronto. The Association had understood that the City Council proposed to present the address on some other ground.

Ald. CLARKE said the Reception Committee had not yet reported to the Council, but when that report came up for discussion the matter would receive due consideration.

A PROTEST FROM BROCKTON.

Ald. Turner introduced a deputation from the municipality of Brockton on the matter of the proposed subway at Parkdale. The deputation consisted of Dr. McConnell, Reeve; Councillors Morrow, Awde, and Sheppard; Messrs. Mallon, Repuin, Gowenlock, Spruale, and Danison. Dr. McConnell, who headed the deputation, said they had come to the meeting to protest against the obstruction of Dufferin-street. Most of the railways interested in the subway passed through Brockton and the municipality had been endeavouring so far as they could to sustain Parkdale in securing what they desired. Within the last ten or twelve days they had been informed that it was the intention of the authorities to construct a brick wall across Dufferin-street. If this street was closed the people of Brockton would have no access to the water front. A public meeting was called at which it was decided that there should be no obstruction on this thoroughfare which was about thirty miles long, commencing at Holland River. A firm of large manufacturers about starting business on this street in Brockton had signified their intention of moving elsewhere should the street be closed up. The Township Council of York and the Reeve of Weston all objected to the blocking up of the street.

Councillor SHEPPARD said the blocking up of the street would lessen the value of some property by fifty per cent. He thought a subway only forty feet wide was sheer madness. The subway should be sixty-six feet wide.

subway was a matter that Sir Hector Langevin had himself arranged. Thirty feet had been spoken of as the width, when Sir Hector said forty feet would be sufficient. His (Ald. Vaughan's) opinion was that forty feet was a ridiculous width.

In answer to a question by Ald. Turner, Councillor Beddoe, of Parkdale, who was present, said he was in favour of a 66 foot subway.

Ald. TURNER understood that Mr. Stokes, county engineer, had been engaged to draw a plan of a subway 40 feet wide from the instructions of Mr. Hollingshead, assistant engineer of the Grand Trunk.

Ald. SAVAGE said Mr. Stokes had advised Parkdale to have the subway 66 feet wide.

Ald. TURNER believed that the Parkdale people wanted a subway and were quite willing to take a 40-foot subway rather than get none at all. He said Major Gray had stated that the Toronto Council had given themselves away in the matter of Dufferin-street. He would remind Major Gray that a by-law had to be passed by the Council before the width of a street could be shortened.

Ald. CLARKE did not think there would be protection for life at all with subway 40 feet wide. He alluded to the paltry difference in the price between a 40-foot subway and a 66-foot subway.

Ald. Carlyle, Davies, and Millichamp followed, giving it as their opinion that the subway should be 66 feet wide, while Ald. Hall thought the city had no right to interfere with Parkdale in the erection of a 40-foot subway.

The report of the Committee was adopted and the Council adjourned.

PARKDALE COUNCIL.

At the meeting last evening of the Parkdale Council Mr. J. E. Ross, Q.C., solicitor for the corporation, was instructed to proceed to Ottawa on the 11th prox. in the interests of Parkdale.

HAMILTON.

(From Our Own Correspondent.)

HAMILTON, Aug. 27.—The annual picnic of the Toronto "Longshoremen" took place to-day in the Crystal Palace grounds, this city. They arrived this morning per steamer *Rupert*, bringing with them the Body Guards Band. They were met at the wharf by the Hamilton "Longshoremen" and the St. Patrick's Band and escorted up in the city, thence to the Palace grounds. The boys on the march through the city presented a very creditable appearance, and were out in strong numbers. They left for Toronto this evening, feeling happy and full of praise for the Hamilton shoremen and the good time spent. Games were the rule. The lacrosse match between the Eastern Stars and Richmonds of Toronto, who came up with them, resulted in favour of the Stars. A baseball match between Toronto and Hamilton resulted in favour of Hamilton by 8 to 3. A number of other games were carried out, while the two bands named furnished music suited for the occasion.

HOTEL ARRIVALS.

At the St James':—G. H. Smith, Belleville; P. G. Watson, Wm. Watson, Jr., Winnipeg; Geo. Sprout, Collingwood; John Batty, Thorold; Robert Webster, Brampton; Jas. Dean, Whitby; Thomas Freeman, Seaford. At the Hotel:—D. N. Brown, Brainerd, Minnesota; Wm. McEachern; Joseph E. Lewis, Allison; Mrs. Jas. Pearson, Schomberg; James Gale and wife, Bowmanville; Mrs. Muir, Bowmanville; Wm. & B. Miller, Geo. Parkinson, Hamilton; Chas. McLean, Oshawa; J. B. Meany, George Town; Daniel Darragh, St Catharines; J. G. Ten Eyck, J. F. Ten Eyck, Grimsby; W. G. Woodruff and wife, Mactham; P. James, Keton, P. Q.; W. P. Campbell, Duluth, Minn.; Fred Ratchford, D. Radford, St Mary's; B. Q. Martin, Guelph; W. Evans, Detroit; Jas. E. Porter, Almonte; Chas. Parker,

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AUGUST 28 1883 GLOBE

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**GALT.**  
GALT, July 5.—The eastern express train on the Canadian Pacific railway due here at 6:30 p.m. ran off the track about one mile west of Galt at a gravel pit near Barrie's cut. It appears that the men employed on a gravel train at the pit left the switch open. The express went through the open switch and down the embankment, 15 or 20 feet high, into the swampy ground. The engine, baggage car and smoker rolled down the embankment and is now over upside down. The next coach, principally occupied by ladies, is partly off the rails, the front end being down the bank. The injured passengers were brought to the Queen's hotel here and are being attended to by the town doctors. None of them are thought to be fatally injured. The names of the wounded as far as known at present are: Engine driver J. S. Spragg, badly scalded; Conductor Rundall, cut on the head and bruised on the shoulders and legs; Fireman William Johnston, very badly scalded; Baggage man George Lawrence, slightly injured on the spine; John Boaga, news agent, cut on the hand; Mr. Dean, of Toronto, cut on the head and leg; Mr. Johnston, of Ayr, slightly injured; Prof. Trowbridge, of Columbia college, New York; Gen. Trowbridge, of Detroit, and Rev. D. Clement, of Ridgeway, are badly shaken; Annie Crookshanks, of Detroit, slightly injured on the back; Mrs. Baldwin, of Ridgeway, cut on the head and injured on the sides; Mrs. Hadley, of Amherstburg, slightly hurt.

**YARMOUTH.**

YARMOUTH, N.B., July 5.—Hon. John S.D. Thompson arrived by train last night and went right on to Barrington to see his mother, who is very ill at the residence of her son-in-law, collector of customs Barrington. Mrs. Thompson is about 80 years old, and having been ill for some time, is not expected to recover.

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Hamilton Spectator

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O. & Q. RAILWAY CROSSINGS.

The Board of Works inspected the crossing of the Ontario & Quebec Railway at Yonge-street and Avenue-road yesterday. There were present Ald. Turner, Chairman; Allan Hastings, Irwin, Pope, Walker, and Crocker. They were accompanied by Mr. White, Superintendent of the Credit Valley Railway; Mr. Ryan, Superintendent of Construction of the Ontario & Quebec, and Mr. Walls, solicitor for the Ontario & Quebec Railway. With reference to the proposed subway at Yonge-street several schemes were put forward by the different aldermen. Ald. Walker thought the difficulty might be got over by diverting the line of track either north or south of the present point which is at the toll gate at Cotttingham-st. The land on the north is higher and the traffic of Yonge-st could be brought over the track. At present the crossing is almost on the level, and it has been suggested that gates would be sufficient for the present on the condition that the Ontario & Quebec Railway would build a subway whenever called upon to do so. If the subway is built several streets will be closed unless diverted. There is not sufficient traffic on Avenue-road at present to warrant the construction of a subway. The City Commissioner will make a full report on the matter at the next meeting of the Board of Works.

BRIEFS.

The water main on Peel-avenue has been com-

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September 6

1883

GLOBE

ed by P. C. Ellis on Saturday night for disorderly conduct on Terwilley street.

TO WHOM DO THEY BELONG?

On Thursday morning last a gang of navvies were loading "gravel" cars on the line of the Teeside, Grey, & Bruce Railway at Woodbridge under Mr. Gordon, one of the men unearthed a leather bag which contained 200 silver knives and forks. Each article bears a crest and shows no signs of rust. They have been handed to the proper authority, in order that they might be returned to the owner, as they are no doubt the spoils of some robbery.

GENERAL SESSIONS.

The following new cases have been added to the criminal docket of the County Court, which

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## THE SUBWAY QUESTION.

Decision by Railway Committee of the Privy Council

The Subways to be Built—Sixty-six Feet or Sixty-four Feet.

OTTAWA, Sept. 11.—The question of building subways on Yonge, King, and Queen Streets came up before the Railway Committee of the Privy Council today. The Ministers present were Sir Hector Langevin and Hon. Mackenzie Pepe and Cartier. The city of Toronto was represented by Ald. Turner, Mr. Beatty, M.P., and Mr. McWilliams, City Solicitor. The village of Parkdale, Miss. Rose, Commissioner Beddoes, Mr. J. E. Ross, O.C., and Mr. Shadwell, C.E., represented by Mr. McConnell, Mayor, and Mr. C. L. Denison. Mr. Barber represented the Northern Railway; Mr. Hector Colquhoun and Mr. H. Lamond represented the Ontario & Quebec Company; Mr. Williamson and Mr. Pope of Ballsville, for the Grand Trunk; and Mr. W. H. Whyte for the Credit Valley. Messrs. R. Jackson, Warburton, and Mr. Frank Turner, C.E., represented the county of York. After the deputation had been introduced, Ald. Turner, on behalf of the city, said he had no definite instructions from the Council, but was sure the whole city was in favor of a 66-foot subway on Yonge-street. The committee decided to dispose of the matter first, and after having consulted the different railway companies, decided that the railway companies should build a 66-foot subway, and if the city of Toronto and county of York insisted on having one 64-foot wide they should arrange to defray the additional cost involved. The question of Queen-street crossing was then taken up. Ald. Turner stated that a 66-foot subway should be constructed there also. The city, he said, was disposed to deal with the matter in a liberal spirit and to make the means of ingress and egress sufficient for the next fifty years. With this object in view it had been proposed to the Parkdale authorities that they should consider the whole question as regards King and Queen street crossings, but this proposition having been declined they left the Parkdale people to construct the Queen-street subway, the city undertaking to look after King-street. The use of Queen-street had been granted by the city for a subway on the distinct understanding that such subway was to be the full width of the street. It was agreed either that the whole question of Queen and King-street crossings should be reopened, or the municipalities to build the subways, if necessary and assess the railway companies for their share of the cost, or that Queen-street subway should be disposed of in the same manner as that on Yonge-street. Messrs. McConnell and Denison, representing the village of Beddoes, protested against the proposal to close Dundas-street. They pointed out that from the townships of York and Dufferin

September 11  
1883  
Globe

Eddie, J. H. McCullough, R. H. Holmes, H.  
Harper, M. Smythe, J. C. Swail, W. H. Orr,  
Phipps, Chrysler, and Dr. Pyne.

ROW ON A TRAIN.

About thirty navvies for the Lake Superior division of the Canada Pacific Railway left the city yesterday by the Toronto, Grey, & Bruce express via Owen Sound at 4:35 p.m. Some of the excursionists who were on the train began abusing the navvies regarding the ababby appearance of their clothing, and its result was a general row on the train, which had just left Weston for Woodbridge. The navvies struck out right and left—some blows bringing blood—and thus frightened the female passengers. The train was stopped, and in a few minutes order was restored, and the train again started.

FIREMEN'S FIGHTS.

An agitation is working up among the men of the fire department of the city five friends in favour of taking

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September 21  
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GIVES THE CONVENTION A WEEK. — The convention will last through the remainder of the week.

TORONTO O. P. GENERAL OFFICES.

Mr. Harry Beatty, who has had charge, on behalf of the Canadian Pacific Railway Company, of the construction of the chamber to be placed next summer on the route between Alpena and Port Arthur, has just purchased the U. E. Club building for the Company's office in this city. The vendors are the Western Canada Loan and Savings Company, who came into possession by foreclosure of a mortgage held by them. The building is admirably situated for the purpose and will be ready for use as soon as it can be put in proper condition. Mr. Beatty, who will continue to manage the new steamship line, will make them all arrangements for the future, and thus add one more important business to the many others of a similar character now located in Toronto. Mr. Beatty received word yesterday by telegraph that the first of the Company's ships would be ready for service in about two weeks. It is expected the ship will reach Montreal to-day, after a rough but successful passage from the Clyde. The sister boats of the company will probably sail from the same place next week. They will all be out for two at Monte Carlo, and to pass through the S. L. Canal. It is thought that they may be sent through the Welland Canal rather than the St. Lawrence River, as the canal is being dredged at present. The work of fitting them up for the winter is now in progress, and they will be ready for service in October.

BRIEFS.

September 21  
1883

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#### PARKDALE.

The commissioners for taking the census of the village, with the view of extending the western boundary of Parkdale to High Park, are to commence the work this week.

Inspector Greenfield has for some time been putting a quantity of macadam on Queen-street. The Council held a short session last night. A communication was received from Mr. Rose stating that an order had been issued for constructing a sub-way on Queen-street and clearing up Dufferin-street, the work to be finished by the 1st of April, 1884. Mr. Rose, in reference to the proposed new street to be opened from Rockesville-avenue to Callendar-street, advised to ascertain whether the petition for the street was sufficiently signed. It was agreed to put a small hydrant on Union-street for the convenience of houses there. Bills to the amount of \$317 were passed. A bill from Mr. Kivax Tally for \$200 for plans in connection with the sub-way was referred to the solicitor. The Council adjourned.

#### BROCKTON.

The clerk and the assessors will select jurors this week.

The widening of the bridges on Dundas-street over the Grand Trunk and Toronto, Grey & Bruce Railroads, has been completed, and the road is now open for traffic. There is a path for pedestrians raised off from the roadway. The bridge over the Northern road is fixed in the same way, which leaves the bridge over the Credit Valley yet to be done.

The Council met last night; all the members were present. The Committee on Finance reported bills to the amount of \$217. This report was adopted. The Clerk was instructed to employ a competent accountant to assist in striking the rates at once. The Collector was instructed to collect taxes as soon as the rate is set, serving papers fourteen days before taxes are demanded. The Treasurer was instructed to collect arrears of taxes at once. Considerable time was taken up in discussing the closing up of Dufferin-street. Mr. G. D. Denison addressed the Council at some length. The matter was finally settled by appointing the Reeve and Council and Mr. Denison to wait on the City Council and urge that they take steps to keep Dufferin-street open. Another discussion

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September 25  
1883

Globe

## RAILWAY CHANGES.

### General Circular Issued by the Grand Trunk Affecting Internal Management.

The general manager of the Grand Trunk, Mr. Joseph Hickam, has issued the following general order, dated at Montreal, the 5th instant, which will greatly affect the internal management of the road:—

Mr. Edmund Wragge is appointed local manager for the district in and around Toronto, with his headquarters at the Union Station. He will have charge of the whole of the company's affairs, and the supervision of the staff between Queen-street Junction and York, including those places and the Queen's Wharf Station and sidings on the Great Western division. He will be responsible to, and report direct to, my office. All changes in the staff, or in the company's working arrangements in the district referred to, must be made through Mr. Wragge's office. The local district officers are instructed to confer freely with Mr. Wragge, and to carry out promptly any orders or instructions which he may find it necessary to give.

The local superintendent's office in Toronto is abolished.

Mr. Larmon's district is extended to Toronto. His headquarters will be Stratford, as at present.

Mr. Riddell will continue in charge of the Grand Trunk Georgian Bay & Lake Erie district, with his headquarters at Stratford.

Mr. Cooper will take charge of the district between Toronto and Montreal, also the Montreal and Champlain district lines.

Mr. Gregory's district is extended on the main line to St. Lambert's, with his headquarters at Island Pond, as at present.

Mr. Wragge has already left the Toronto, Grey, & Bruce, and assumed his duties at Toronto yesterday. This change will also affect the working of the train despatchers. The man working at the Union Station will be transferred to Stratford and Sarnia.

### THE TORONTO, GREY, & BRUCE

The Ontario & Quebec Railway Company finally took possession of the Toronto, Grey, & Bruce Railway on Monday last, but Mr. William Whyte, General Superintendent of the Ontario & Quebec system, will not assume the actual control and management of the road till Monday next. The general order to that effect will be issued today to the employees of the Toronto, Grey, & Bruce by the President of the Ontario & Quebec Railway. The first train crossed the first new bridge east of Yonge-street yesterday morning. The work on the road is progressing rapidly. Plans are being made for a subway forty-two feet wide at the Yonge-street crossing.

## A SWINDLER CAUGHT

October 12

1883

GLOBE

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RAILWAY CHANGES.

The following instructions have been issued by the President of the Ontario & Quebec Railway to the employees and officials of the Toronto, Grey, & Bruce Railway:—"By circular dated 9th October, 1883, issued by the President of the Toronto, Grey, & Bruce Railway Company, you are advised that the Toronto, Grey, & Bruce Railway has been leased to the Ontario & Quebec Railway Company, and from and after one o'clock a.m. of the 13th instant the road will be operated by the Ontario & Quebec Railway Company. I desire to confirm this information and inform you that Mr. Wm. Whyte, General Superintendent of the Credit Valley Railway, has been appointed General Superintendent of the Toronto, Grey, & Bruce division of the Ontario and Quebec Railway. Mr. Whyte will have full charge of the road, and all orders from him must be respected and promptly executed. Mr. W. Sutherland Taylor has been appointed Secretary-Treasurer for the Toronto, Grey, & Bruce division of the Ontario & Quebec Railway.

POLICE NEWS.

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October 15, 1883

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#### BRIEFS.

Two hospital orders were granted yesterday.  
The block pavement on Simcoe-street will be  
begun today.

Gangs of men are working nearly night and  
day on the Ontario & Quebec.

The House of Industry Board met yesterday  
afternoon and transacted routine business.

The Kellogg concert, advertised for the Horti-  
cultural Gardens on the 19th inst., is indefinitely  
postponed.

The Ontario and Quebec Railway have com-  
menced the shipment of grain from their new  
warehouse on Cunningham-street.

The Trades and Labour Council met at Dufferin  
Hall Monday night to discuss the disposition of  
the demonstration funds. Reporters were not  
admitted.

A permit has been granted by the city autho-  
rities for the erection of a \$10,000 four-storey brick  
store at Nos. 43 and 45 King-street West, on the  
Jackson estate.

The County Council met yesterday at noon to  
discuss what should be done in regard to the  
action preferred against them by the Grand Jury  
in regard to the Court House.

A large party of French and Italian labourers  
left by the afternoon train on the Toronto, Grey,  
and Bruce Railway. They are going out to work  
on the C. P. R. at Lake Nipigon.

Mr. J. P. Chapman, representing the Montreal  
Board of Trade, is in correspondence with the  
Toronto Board of Trade on the subject of the In-  
solvency Act, with a view of a meeting of dele-  
gates of both Boards.

Yesterday evening John Whalen, of 215 Queen-  
street West, was arrested by P. C. Moulton for  
stealing the sum of \$23 from an old pensioner  
named John Sullivan. He was brought to  
police headquarters.

A petition is being largely signed in St. Paul's  
Ward for the release of the lad Ross who was  
sentenced to seven years in the penitentiary for  
participation in a burglary at Mrs. White's,  
Kensdale, two years since.

Complaints are made by the residents of Bell-  
woods-avenue that the refuse water of Wilton-  
street is allowed to run into the avenue to the  
annoyance of the residents who have sewered and  
block-paved the latter street.

Two applicants were granted admission to the  
General Hospital yesterday by Dr. Canniff. A  
third applicant, who had left the Hamilton Hos-  
pital in order to come to Toronto, was recom-  
mended to return to Hamilton.

Major Moore, Commissioner of the Salvation  
Army, says that the Salvation Army has not  
opened a station at Brantford, as announced in  
yesterday's issue; that the Salvation Army has  
no connection whatever with the parties holding  
meetings there.

A pleasant party accepted the invitation of  
Mr. Michael O'Donohue, who had recently com-  
pleted his apprenticeship at Mason & Rischbi, to  
a supper on Friday evening. Mr. Sanford Lep-  
pard occupied the chair, and an enjoyable even-  
ing was spent.

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October 17, 1883

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**RAILWAY INSPECTION.**

A party consisting of Mr. Van Horne, General Manager; Mr. Wm. Whyte, General Superintendent; Mr. Sutherland Taylor, Secretary; Mr. James Wilson, Transportation Superintendent of the Toronto, Grey, & Bruce Railway will inspect the road. The party will leave here this morning and go to Owen Sound first, and afterwards inspect the western division to Teeswater.

**ADELAIDE-STREET RINK.**

Last night the Jacobs Novelty Company appeared again before a large audience, the different features in the programme bringing forth

October 18,

1883

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reached us at 7 a.m. were last night on a charge  
of stealing \$6 from a companion named Alex.

Hagarty.

The Ontario & Quebec Railway took over the  
Toronto, Grey, & Bruce Railway yesterday  
morning. No change in the staff will be made  
for the present.

A team of horses, belonging to Mr. Smith,  
lumber merchant, ran away and demolished a  
hydrant at the corner of Bay-street and the Ex-

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October 22, 1883

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nected for the past 30 years. Mr. Lane purposed entering into partnership with a firm in London, England.

The offices of the Credit Valley Railway have been removed to the Toronto, Grey, & Bruce Railway office, corner of Bay and Front streets. The C. V. R. ticket office will remain at the old stand on King-street until the U. E. Club building is ready to be occupied.

Complaints are made of the negligents of the operators at the Central Telephone office in answering calls. It is nothing unusual to have to wait for some minutes for a reply. If the present staff is unable to cope with the work additional

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NOVEMBER 1, 1883

Globe

# THE GLOBE, TOR

## BE. THE ONTARIO & QUEBEC RY.

### Progress of the Westward Portion Toward Completion

#### The Great Wexford Cutting Finished.

The Ontario & Quebec Railway is fast approaching completion, and when it is remembered that it is only a year last August since the work was commenced, and that the distance to be constructed is 200 miles, the full magnitude of the statement begins to be appreciated. The track is laid for about 40 miles south-west of Perth, and from about 25 north of Trenton the track-layers are working both ways toward Peterboro' on the one hand and Perth on the other. In general terms it may be said that the whole of the masonry is completed except the piers of the bridge crossing the Otonabee River, and one abutment of the bridge crossing the Whitby & Port Perry Railway near Myrtle. From Toronto eastward the track is laid almost to the main Don bridge, and that is well underway. The masonry is completed on the west side, and Meers Beattie, Merritt, & Co. are rushing the corresponding work on the other. The tremendous cutting at Wexford has been got down to grade, and the men are engaged in putting the finishing work on the sides. It is at this place that the most formidable difficulties in the nature of earth works were met with, and they only very slightly diminished as the work neared completion. At this point Messrs. Booth, Cogrove, & Co. commenced last May with cutting

4,700 FEET LONG,

and from grade to 35 feet deep to be formed; the embankment continuing the grade westward is about a mile long, and be a considerable distance 30 feet high. These figures only feebly express the magnitude of the work, for no sooner had a commencement been made than it was found that the earth was of the most difficult kind to be removed, and it was clear that it would only yield to the most heroic treatment. In the former article in *The Globe* the difficulties leading to the procurement of a steam shovel really capable of penetrating the solid mass before it were narrated, and, as has been said, these difficulties did not grow any less as the time went on. The suggestion previously made that the earth was of a cement-like sand-clay and gravel nature received a considerable amount of confirmation when

machine within two hours meeting, reference was having been the first to into County Dufferin.

Another resolution units in establishing a sale or exchange of suitable railway road against the practice stock at farms to drivers deliver at railways.

That a system of fall or exchange of what purposes, be promote Dufferin, as at Galt. M the erection of practical connection with municipalities and the building of enterprises on co-operative favourably discussed.

The officers of the No. 4 school section of County of Simcoe, 24, are as follows:—Mr. James Mills, Treasurer; James Johnston, Wm. Mills, 1st Vice-President; President. This Con Thursday, 15th Novo

### TRAGEDY IN A

#### A French Assassin on an Englishman

#### CAREER OF THE

A young architect, aged 21, was tried on Thursday, says the *Advertiser*, at Amiens, France, for attempting to murder his master, Mr. Jules Lefèvre, architect of the Northern Rail of France. The accused, a Frenchman, was born in 1856, and has been educated at Paris. He is the son of a poor man, and has been brought up in poverty. He has been a student at the Ecole des Beaux-Arts, and has been employed by Mr. Lefèvre as an assistant engineer on the Northern Rail. He has been in France for about three years, and has been working on the railroads. He has been a member of the *Confrérie des Arts*, and has been a frequent visitor to the *Salon des Beaux-Arts*. He has been a member of the *Société des Amis de l'Art*, and has been a frequent visitor to the *Salon des Beaux-Arts*. He has been a member of the *Société des Amis de l'Art*, and has been a frequent visitor to the *Salon des Beaux-Arts*.

THE ACCUSED was tried at 12:15, he arrived from Amiens. When he went back, many people were present.

NOVEMBER 8, 1883 P<sup>3</sup>

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and one abutment of the bridge crossing the Whitby & Port Perry Railway near Myrtle. From Toronto eastward the track is laid direct to the main Don bridge, and that is well under way. The masonry is completed on the west side, and Messrs Beattie, Merritt & Co. are rushing the corresponding work on the other. The tremendous cutting at Weston has been got down to grade, and the men are engaged in putting the finishing work on the sides. It is at this place that the most formidable difficulties in the nature of earthworks were met with, and they only very slightly diminished as the work neared completion. At this point Messrs. Booth, Cosgrave, & Co., commenced last May with a cutting

4,700 FEET LONG,

and from grade to 35 feet deep to be formed; the embankment continuing the grade westward is about a mile long, and for a considerable distance 30 feet high. These figures only feebly express the magnitude of the work, for no sooner had a commencement been made than it was found that the earth was of the most difficult kind to be removed, and it was clear that it would only yield to the most heroic treatment. In the former article in THE GLOBE the difficulties leading to the procurement of a steam shovel really capable of penetrating the solid mass before it were narrated, and, as has been said, these difficulties did not grow any the less as the time went on. The suggestion previously made that the earth was of a cement-like sand clay and gravel nature received a considerable amount of confirmation on the last visit, for toward the eastward and the upper crust of the too soft earth seemed to have been penetrated and a considerable spout of sand struck. Previous to reaching this point a large "socket" of sand was met with, forming a singular contrast to the hard refractory material in which it appears to be so snugly encased.

#### AMOUNT OF EXCAVATION.

The whole of the Messrs. Booth, Cosgrave, & Co.'s project necessitated the removal of about 350,000 cubic yards of earth from the various cuttings. The attack on the main cutting at Weston was commenced in May last and last Friday the steam shovel did its last work on that part of the work, and it is now resting there with the end boarded up so as to protect the engines, &c., from the weather. It was the intention at first to have had the cutting 150 feet wide at the top at the highest part, with a gradual slope to a width at the bottom sufficient to allow for the laying of one line of rails, but it was found that there would be no or little danger of the sides caving in even if they were almost perpendicular, and consequently the plans were modified somewhat. The steam shovel was first sent through, and the cutting finished to the full width, and on the second penetration a ledge was left on the southerly side to allow the laying of a line of rails on which cars descended, taking earth from the work in advance of the shovel, and instead of completing the slope with a regular and continuous inclination, it is the intention to leave this ledge with only a slight slope down to the grade.

#### THE FINISHING TOUGH.

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November 8, 1883

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#### THE FINISHING TOUGHES

The men are now at work giving the sides of the embankment the necessary slope, and in order to rush the work through at as rapid a rate as possible, over a hundred labourers are kept on the yet uncompleted work. From the Little Don westward, Mr. McGuire has the sub-contract, and he has just finished the grading, so that over the two sections contracted for by Messrs. Booth, Cosgrave, & Co., the work is finished to grade. This month will see the whole of this firm's men off the job. The York and Scarborough town-line road crosses the railway at the Wexford cutting at its deepest point, and a substantial wooden bridge is in course of erection by Messrs. Booth, Cosgrave, & Co., and the work will not be the last to be completed. The magnitude of the work can now be seen to great advantage, and as much of the plant has been gathered together, one realizes the large resources a firm must have to enter into a contract of that nature. The firm have about 150 horses in the stables, which are advertised for sale by Grands on Tuesday next, and there are many horses of first-class stamina and most desirable action.

In consequence of the firm's determination to complete the work in the shortest possible time, the force of horses was kept up to the highest point, and as a consequence there are many that were only at the work a comparatively short time. The steam shovel is laid up in ordinary, and apparently as ready for work as the day it was put on the contract. There was quite a little excitement when the time arrived for the shovel to push its insinuating scoop through. On Thursday night last it was intended to penetrate the bank, but, the night being unsuitable and threatening, it was decided to leave it till daylight on Friday, and about three o'clock the shovel took up its last scoop, and the men celebrated the occasion with a general festivity. It is thought that before the end of this winter a construction train will be run through from Toronto to Port Credit, but this desirable result depends for its accomplishment entirely on the nature of the winter. It is safe, however, to say that early in the spring the work will be in that forward state.

#### FARMERS' COUNCILS.

Proceedings at Late Meetings in County of

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November 3, 1883

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## C. P. R. AFFAIRS.

### Interview with General Manager Van Horne.

#### DISSATISFIED FRENCH CANADIANS SENT HOME

#### Cessation of the Mountain Work Due to the Approach of Winter Only.

General Manager Van Horne, of the Canadian Pacific, and General Superintendent Whyte, of the Credit Valley, were together in the hall of the Rossin House yesterday. Mr. Van Horne expects to be in the city for the next few days. "An ordinary business trip," he said, "the particular object of which is to look after some affairs in connection with the Ontario & Quebec line, which is only a branch of the Canadian Pacific." Both Mr. Van Horne and Mr. Whyte conversed freely upon the subject of the French Canadians who had come down to the city after having failed to come to an understanding with the Company for work on the Lake Superior section.

"The fact is just this," said Mr. Whyte, "these men have acted in an unreasonable way throughout. When they went up they were told that it would take some time to distribute them to their places along the line, but the superintendent of construction offered to provide them with food and shelter until they got to work. But they refused to get off the boats unless they were guaranteed work until next May at \$2 a day all round. The wages there are \$1 75 for shovel men and \$2 for rock men. The great majority of these were shovel men, and could not expect to get \$2 a day."

"It would seem, then, that the difficulty was with the firm who hired them, promising them \$2 or \$3 a day."

"No," said Mr. Van Horne, "I don't think what the men say can be correct; this same firm has hired men for us often before, and there has never been any trouble."

"There was work for the men if they had agreed to take, was it there?"

"Yes; of course there was; we're sending men up there now, and all we send are employed as they reach the place where the work is. To show you that we meant to deal fairly by these men, we have given them food while they have been here, and now we've got a special on the Grand Trunk to take them back to their homes. They take provisions with them. We have furnished all they need, so they ought to reach home without further trouble. The whole thing will cost us a thousand or fifteen hundred dollars. We are not bound to do it, but we do it as an act of charity. I wish you

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#### THE WORK IN THE ROCKIES.

When questioned about the despatch regarding the suspension of work in the Rocky Mountains Mr. Van Horne said:—

"There has been no suspension, except what was absolutely necessary. You see there are snow slides from the mountains during the winter. Nobody can tell when one of these may come, or where it will strike. We thought it would be a criminal act to endanger the lives of so many men by continuing the work in the mountains. Therefore we have resolved to quit at the end of this month. As the work has proceeded, and different portions have been finished so far as they could be finished before winter set in, the men working upon these portions have been allowed to go. That is all there is in the story."

"Then there was no disagreement among the engineers as to the basis to be taken?"

The General Manager's face showed some signs of impatience as he answered. "No, of course not; there could be no disagreement. Mr. Ross, late of the Credit Valley, is Superintendent of Construction of the Rocky Mountain division, and he has power to decide these points. No changes have been made or proposed except the minor changes made as the line proceeds, just as on the Lake Superior Division or any other. We may take advantage of the cessation of work to survey more closely than we would have done had it been possible to go ahead with the work without stopping."

"How much delay in the work will this cause?"

Mr. Van Horne smiled quietly. "No delay at all," he replied. "We shall carry out our promises."

"Of course you have plenty of time under your contract, but—"

"I'm not talking about contracts. We have given our promise to have the work done the year after next, and we intend to fulfil that promise. If we thought it necessary we could go ahead with the work on other parts of the Rocky Mountain section, but we don't see any need for such hurry."

"Won't these snow-slides interfere with the working of the line when completed?"

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"Won't these snow-slides interfere with the working of the line when completed?"

"Not at all. The same difficulty occurs on the Union Pacific. At exposed points the line is roofed over, so that the snow passes on harmlessly over the track."

#### THE ONTARIO AND QUEBEC.

"We are given to understand that the Ontario & Quebec will be finished through from Ottawa to Toronto by about the New Year. Is that the expectation?"

Mr. Van Horne looked rather dubious, but did not answer in the negative.

"Do you hope to have passenger trains running soon after the track is down?"

"Well, there will be a good deal of other work to be done in the way of putting up stations, and so on, so we don't expect to run passenger trains much before the middle of June."

"And freight?"

"About the end of the winter."

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## THE GLOBE, THE ONTARIO & QUEBEC RY.

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### Progress of the Westward Progress Toward Completion

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incidence within two hundred rods of this channel meeting, reference was made to the densest hawking down the list to take the farmers' Council into County Bufferton.

Another resolution recommended Farmers to unite in establishing a chain of monthly fairs for sale or exchange of cattle, horses, and sheep at suitable railway stations, and to prohibit the practice of selling sheep and other stock at farms to drovers, who require farmers to drive out railways.

That is system of fall and spring fairs for sale, or exchange of wheat and other grain for local purposes, he proposed to Committee. Subsequent to Bufferton, as at Galt, Marlow and elsewhere, with the exception of practical grainary buildings in the station of practical grainary buildings in the building of cheese factories or other enterprises, on cooperative principles, were favourably discussed.

The efforts of another Farmers' Council for the organization of Toscana, Township, County of Napanee, is organized, on the 20th ult., are as follows:—Mr. Harry Kild, President; Daniel Mills, Vice-President; S. P. Brother, Secretary; James Johnson, Corresponding Secretary; Wm. Mills, 1st Vice-President; John Kelly, 2d Vice-President; John Lakin, 3d Vice-President. The Council adjourned to meet on Thursday, 15th November.

### TRAGEDY IN A RAILWAY CARRIAGE

### A French Assassin's Bloody First Attack.

### CAREER OF THE WOULD-BEMURDERER

A young architect named Cochet was arraigned on Thursday, says the *Paris* *Advertiser*, before the Assize Court at Amiens, France, on the charge of attempting to murder the Rev. G. F. Windham, of that city. The trial, in accordance with French procedure, began by exposing the career of the accused up to the present time in public trials. The accused had, it is known, fought several duels, undertaken in payment for a jewel robbery, suffered into an extensive building contract, now terminating unfinished, and borrowed cash in all directions. He was accused of having been the author of a number of

THE GLOBE, TORONTO, THURSDAY, NOVEMBER 8, 1883.

## An Old Soldier's

### EXPERIENCE.

"Calvert, Texas,  
May 3, 1882.  
" which is express my appreciation of the  
valuable qualities of

### Ayer's Cherry Pectoral

as a cough remedy.

"While with Churchill's Army, just before the battle of Vicksburg, I contracted a severe cold, which tormented us a dangerous enough. I found no relief till on our march we came to a country store, where, on asking for some remedy, I was urged to try Ayer's Cherry Pectoral.

"I did so, and was rapidly cured. Since then I have kept this Pectoral, constantly by me, for family use, and I have found it to be as inviolable, surely, as brook and range divide—

"I sincerely thank to the penitent ears of all benevolent andung *Fraternals*. Being very valuable, the young children take it readily."

Dr. J. C. Ayer & Co., Lowell, Mass.  
Sold by all Druggists.

### AMUSEMENTS.

Grand Opera House,  
O. H. Shepard, Manager.

Grand Special Matinee This After-  
noon at 3 o'clock.

TO-NIGHT,  
And Every Evening This Week, with Satu-  
day matinnes,

November 8, 1883

work was commenced, and that the distance to be constructed is 200 miles, the full magnitude of the statement begins to be appreciated. The track is laid for about 40 miles south-west of Perth, and from about 25 north of Trenton the track-layers are working both ways toward Peterboro' on the one hand and Perth on the other. In general terms it may be said that the whole of the masonry is completed except the piers of the bridge crossing the Timmabar River, and one abutment of the bridge crossing the Whitby & Port Perry Railway near Myrtle. From Toronto eastward the track is laid almost to the main Don bridge, and that is well under way. The masonry is completed on the west side, and Messrs. Beattie, Merritt, & Co. are rushing the corresponding work on the other. The tremendous cutting at Wexford has been got down to grade, and the men are engaged in putting the finishing work on the sides. It is at this place that the most formidable difficulties in the nature of earth works were met with, and they only very slightly diminished as the work neared completion. At this point Meers, Booth, Cogrove, & Co., commenced last May with a cutting

#### 4,700 FEET LONG.

and from grade to 35 feet deep to be formed; the embankment continuing the grade westward is about a mile long, and for a considerable distance 30 feet high. Those figures only feebly express the magnitude of the work, for no sooner had a commencement been made than it was found that the earth was of the most difficult kind to be removed, and it was clear that it would only yield to the most heroic treatment. In the former article in THE GLOBE the difficulties leading to the procurement of a steam shovel really capable of penetrating the solid mass before it were narrated, and, as has been said, these difficulties did not grow any the less as the time went on. The suggestion previously made that the earth was of a cement-like sand clay and gravel nature received a considerable amount of confirmation on the last visit, for toward the eastward end the upper crust of the too solid earth seemed to have been penetrated and a considerable quantity struck. Previous to reaching this point a large "pocket" of sand was met with, forming a singular contrast to the hard refractory material to which it appears to be so firmly encased.

#### AMOUNT OF EXCAVATION.

The whole of the Meers, Booth, Cogrove, & Co. contract necessitated the removal of about 350,000 cubic yards of earth from the various cuttings. The attack on the main cutting at Wexford was commenced in May last and last Friday the steam shovel did its last work on that part of the work, and it is now resting there with the end boarded up so as to protect the engines, &c., from the weather. It was the intention at first to have had the cutting 150 feet wide at the top at the highest part, with a gradual slope to a width at the bottom sufficient to allow for the laying of one line of rails, but it was found that there would be no or little dan-

favourably discussed.  
The officers of the No. 4 school section County of Simcoe, &c. are as follows:—Mr. James Mills, Treasurer; James Johnston, Wm. Mills, 1st Vice-President; 2nd Vice-President; President. This Con Thursday, 15th Novr.

## TRAGEDY IN A

A French Assassin on an English Train

### CAREER OF THE ASSASSIN

A young architect died on Thursday, say Assize Court at Amiens, attempting to murder the Northern R.R. of June last. The crime with French in minute detail. I fought several duels, a jewel robbery, butting contract now renewed cash in all directed to travel on the almost nightly for passengers' luggage, passengers proceeded morning of

THE ACT AT 12 M<sup>o</sup>, the serial from Amiens, W<sup>o</sup> to go back, Mr. any one would prove two travelled together, Coelius offers from his flask, which bore their names in Coelius. Five mal awake, feeling the instrument. He instant as he did so. Being with his antagonist, sued. The clergyman painter's chisel stuck upon the assassin's revolver, but was tightly held. The

W<sup>o</sup> of the compartment Coelius opened the east Mr. Whill track. But the wood his escape eventually headed to the station of Laval

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wide at the top at the highest part, with a gradual slope to a width at the bottom sufficient to allow for the laying of one line of rails, but it was found that there would be no or little danger of the sides caving in even if they were almost perpendicular, and consequently the plans were modified somewhat. The steam shovel was first sent through, and the cutting finished to the full width, and on the second penetration a ledge was left on the southerly side to allow the laying of a line of rails on which cars descended, taking earth from the work in advance of the shovel, and instead of completing the slope with a regular and continuous inclination, it is the intention to leave this ledge with only a slight slope down to the grade.

#### THE FINISHING TOUGHEN.

The men are now at work giving the sides of the embankment the necessary slope, and in order to rush the work through at as rapid a rate as possible, over a hundred labourers are kept on the yet uncompleted work. From the Little Don westward, Mr. McInire has the sub-contract, and he has just finished the grading, so that over the two sections contracted for by Messrs. Booth, Cugrove, & Co., the work is finished to grade. This month will see the whole of this firm's men off the job. The York and Scarborough town-line road crosses the railway at the Wexford cutting at its deepest point, and a substantial wooden bridge is in course of erection by Messrs. Booth, Cugrove, & Co., and the work will not be the last to be completed. The magnitude of the work can now be seen to great advantage, and as much of the plant has been gathered together, one realizes the large resources a firm must have to enter into a contract of that nature. The firm have about 150 horses in the stables, which are advertised for sale by Grands on Tuesday next, and there are many horses of first-class stamina and not despicable action. In consequence of the firm's determination to complete the work in the shortest possible time, the force of horses was kept up to the highest point, and as a consequence there are many that were only at the work a comparatively short time. The steam shovel is laid up in ordinary, and apparently as ready for work as the day it was put on the contract. There was quite a little excitement when the time arrived for the shovel to push its insinuating scoop through. On Thursday night last it was intended to penetrate the bank, but, the night being unnatural and threatening, it was decided to leave it till daylight on Friday, and about three o'clock the shovel took up its last scoop, and the men celebrated the occasion with a general festivity. It is thought that before the end of this winter a construction train will be run through from Toronto to Perth, but this desirable result depends for its accomplishment entirely on the nature of the winter. It is safe, however, to say that early in the spring the work will be in that forward state.

#### FARMERS' COUNCILS.

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Kenzie's shoe. Both boys are also wanted in Hamilton for the robbery of Miles' coal office about a month ago.

#### KINGSTON.

Bishop of Ontario's Tour—O. & Q. Railway  
Progress.

KINGSTON, Nov. 10.—To-day the Bishop of Ontario returned from his tour in Northern Frontenac. He consecrated a new church in Oldman, and a new church and burying ground in the township of Oro. He held confirmations at different places, administering the rite to some 35 persons.

A long standing difficulty on the line of the Ontario & Quebec Railroad, the sink hole, has at last been overcome. It has been built around, and the road between Perth and Sharbot Lake will be opened as soon as the Government inspector has pronounced everything satisfactory.

Hon. G. A. Kirkpatrick sailed to-day by the steamer Oregon, (Union Line), and is expected to arrive here on the 21st.

#### LONDON.

Attacked by Two Unknown Men.

LONDON, Nov. 11.—Mr. James Walker, a milk dealer, who lives near the northern boundary of the corporation, was on Saturday evening attacked on his own premises by two unknown men, who suddenly springing upon him knocked him down and attempted to rifle his pockets. His lusty cries for help brought his daughter, Mrs. Curtis, to his assistance, and the ruffians made off without accomplishing their purpose. Mr. Walker had a considerable sum of money about him at the time.

A heavy gale of wind struck the city to-night, which has been supplemented with snow.

#### BELLEVILLE.

Track-laying on the O. & Q. Railway—Stolen  
sealskins.

BELLEVILLE, Nov. 10.—The tracklayers of the Ontario & Quebec Railway reached the river's edge at the village of Tweed last night.

During Thursday night ten sealskins valued at \$50 each were stolen from the window of Muir's fur store. The robbers left no clue behind, the doors being locked as when they were left at closing time.

#### SEAFORTH.

Sir Richard Cartwright to be Offered a Seat.

SEAFORTH, Nov. 11.—The Seaforth Expositor

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### LONDON.

Rabbed by His Grandson.

LONDON, Sept. 11.—Another of London's venerable residents passed away early this morning in the person of Mr. John Gurd, King-street, who was unexpectedly seized with a fatal attack of heart disease. He was well-known as one of the oldest residents of this city, and had reached the age of 72 years. He came here with his wife from Fermany, Ireland (his native place), in 1842, and engaged in the business of which his son is now manager, but retired about four years ago. Deceased leaves a wife and six children, four sons and two daughters.

Yesterday evening Mr. John Kendrick appeared at the Central Police Station and swore out a warrant against his grandson, a boy 11 years of age, whom he accuses of taking \$150 in money. The lad, when arrested last night, admitted having taken the wealth some three weeks since, and stated how it had been spent. Nearly every day he and a chum went to a livery-stable and procured a horse and rig, with which they drove round the city. Large quantities of oranges, melons, peans, etc., were consumed. This sort of thing was kept up until all the money was gone. The Police Magistrate will investigate.

### INGERSOLL.

Daring Burglary.

INGERSOLL, Sept. 11.—A daring attempt at safe robbery was perpetrated in this place at an early hour on Monday morning, the premises selected being the dry-goods establishment of Messrs. Waterhouse & Bradbury. The burglars obtained an entrance into the place by the front door, and proceeding to the safe drilled a hole in the top of it, and inserted powder and fuse. A terrific explosion was the result of their work, which shattered the safe and scattered its contents on the floor. The noise of the explosion aroused some neighbours, on whom appeared the burglars, escaped without having wounded any body.

### WOODSTOCK.

Temperance Meeting.

WOODSTOCK, Sept. 11.—A large and enthusiastic meeting of the executive of the Oxford Temperance Association in the Old United Church today. Most encouraging reports were received from the various municipalities of the county. Upwards of 4,000 signatures are already on the petition, a far greater number than is absolutely required by law. The time is evidently not far distant when the Canada Temperance Act will be enforced in Oxford.

### KINGSTON.

Railway Rumours.

KINGSTON, Sept. 11.—To-day connection was made at Sharbot Lake between the O. & Q. Railway and the K. & P. Railway. It is rumoured in the city to-night that the U.P. have leased the K. & P. Railway for 99 years, now that the Ontario & Quebec Railway is open to Firth. If this be so Kingston will have direct connection with the G. T. R. both east and west.

### ST. JOHNS, N.F.

November 12, 1883

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annual report in which are summarized the financial affairs of the village from the birth of the corporation, and estimated the rate for the ensuing year would be 9 $\frac{1}{2}$  mills on the dollar.

## RAILWAY DEALS.

The Credit Valley Swallows the London Junction Railway.

### ONTARIO & QUEBEC SWALLOWS BOTH.

An adjourned meeting of shareholders of the Credit Valley Railway was held at the offices of the Company, on Front-street West, yesterday. Mr. E. B. Osler, Vice-President of the Company, in the chair. The shareholders were represented in person and by proxy to the number of 4,850 shares out of 5,000 shares. After some discussion it was decided to lease the property and undertakings of the London Junction Railway for 999 years. This line is intended to run from London to Belmont, a point on the Credit Valley near St. Thomas. The line is now under construction, and it is expected, that it will be completed and ready for traffic by the 1st of July next. It was also decided at this meeting to amalgamate the Credit Valley Railway Company with its leases of other branches and appurtenances with the Ontario & Quebec Railway.

There was also a meeting of the shareholders of the Ontario & Quebec Railway held at 2 o'clock yesterday afternoon at the office of the company, Front-street West, for the purpose of ratifying the amalgamation with the Credit Valley Ry. The Ontario & Quebec Railway now includes, besides the Credit Valley, the London Junction, that portion of the Canadian Pacific from Smith's Falls to Perth, and the Atlantic and North-West line. The latter is that part of the line which includes the bridge over the St. Lawrence.

### BELLWOODS PARK.

City Solicitor to Bear the Expense of Examining the Disputed Deed.

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#### RAILWAY INVENTION.

At the Parkdale Credit Valley Railway Station on Saturday afternoon an experiment was made with a new device for keeping railway trucks in line, and which it was claimed would prevent cars being "ditched" in case of accident. The inventor is Mr. Thos. Wilson, car-builder, of Port Hope. The trial was made under the management of Mr. Whyte, General Superintendent of the C.V., O. & Q., and T.G. & B. lines. Several other railway officials were also present, including Mr. Hugh Ryan, Master of Construction on the O. & Q.R.; Mr. Peter Clark, Mechanical Superintendent of the Northern Railway; Mr. Storey, Assistant Traffic Inspector on the Northern Railway; Mr. Preston, Mechanical Engineer of the O. & Q. R., and Mr. Broughton, foreman of the Northern Railway mechanical department. The invention consists of a bracket securely bolted to the timbers of the car, parallel with the truck transoms, sufficient play being allowed only for a good sharp curvature in the rail. The bracket locks the truck when it jumps the line and prevents its being ditched, a catastrophe frequently involving terrible calamity, as evidenced by the recent accident of this nature at Worcester, Mass. To illustrate the efficacy of the invention a rail was displaced to the extent of six inches; and a car with the new device attached was run down upon it, detached from the engine, at the rate of 45 miles an hour. With the old check-chain in use, the fate of the car and perhaps of some of the bystanders would probably have been instant destruction, but with the new invention the car was brought up within fifty feet of the dislocation, only a few inches out of line, and quite uninjured. A second and more severe test, the ends of several ties being laid upon the displaced rail, resulted with equal success, though the ties along displaced rails were badly used. There can be no doubt as to the invention being vastly superior to the primitive check-chain system, which has hardly ever been known to prove effectual in cases of car-jumping. Mr. Whyte and all the railway officials present expressed their satisfaction with the result of the test.

#### BRIEFS.

The gaol van carried twenty-seven prisoners across the Don yesterday morning. This is the largest record for many weeks.

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December 10, 1883

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DECEMBER 17, 1883.

stretching along in a dark stable, with rows of cattle, sheep, and pigs on either side. Joseph Tumain, of Brampton, made a fine exhibit of every variety of barn-yard fowl, and carried off a large number of prizes. The heaviest turkey weighed 25½ lbs. drawn. Mrs. Card, of Guelph, showed very fat and finely dressed fowl. The other exhibits were all good. Sales were made in lots. Mrs. Card, Mr. Tomalin, and one or two others obtained an average of 13 cents a lb. These fowl were plucked dry, and were therefore better adapted for the market than the scalded fowl, which were disposed of at 10 cents a lb.

**PRIZE LIST.**

The following is the list of prizes in sheep, pigs and poultry:-

**SHEEP—LAMB WOOLLED.**

Best wether, 2 and under 3 years, John Rutherford, Rossville, 1st, 2nd, and 3rd. Best wether, 1 and under 2 years, John Rutherford, 1st and 2nd; James G. Wright, Guelph, 3rd. Best wether, under 1 year, John Kelly, Jr., Shakespeare; John Rutherford, 2nd. Best ewe, 2 and under 3 years, John Rutherford; James Simmon, Windfield, 2nd; Mrs. M. H. Hood, Guelph, 3rd. Best ewe, 1 and under 2 years, John Kelly, Jr., 1st and 2nd. Best ewe, under 1 year, John Kelly, Jr.; John Rutherford, 2nd.

**MIDDLE WOOLLED SHEEP.**

Best wether, 2 and under 3 years, John Rutherford; Jas. G. Wright, 2nd and 3rd. Best wether, 1 and under 2 years, Jas. G. Wright, 1st, Then, Hood; 3rd. Jas. G. Wright. Best wether, under 1 year, Mrs. Hood, 1st and 2nd. Best ewe, 2 and under 3 years, Mrs. Hood; John Dorsey, M.P.P., Brooklin, 2nd and 3rd. Best ewe, under 1 year, Mrs. Hood, 1st and 2nd.

**SWEEPSTAKES FOR SHEEP.**

Best wether, of any age or breed, John Rutherford. Best ewe, of any age or breed, Mrs. Hood.

**HOGS—ANY BREED.**

Best barrow, 1 and under 2 years; 1st, 2nd, and 3rd, Wm Harris. Best barrow, under 1 year; 3rd. Joshua Seely, Richmond Hill. Best sow, 1 and under 2 years, Robt Dorsey & Son; 2nd. Joshua Seely; 3rd, Joe Featherston. Best sow, under 1 year, Geo Savage, Brampton; 2nd, Joe Featherston.

**SWEEPSTAKES FOR HOGS.**

Best hog, of any age, breed, or sex, Robt Dorsey & Son.

**FAT POULTRY ALIVE.**

Best turkey-cock, old, Joe Tomalin, Brampton. Best turkey-hen, old, Joe Tomalin. Best turkey-hen, young, Joe Tomalin. Best pheasant, old, R. Dorsey & Son. Best drake, young, R. Dorsey. Best duck, old, R. Dorsey & Son. Best display of live fat poultry, Joe Tomalin.

**DRESSED POULTRY.**

Best dressed turkey-cock, old, Mrs Thomas Card, Guelph. Best dressed turkey-cock, young, Mrs. Card. Best dressed turkey-hen, old, Joe Tomalin. Best dressed turkey-hen, young, Joe Tomalin. Best dressed pheasant, old, Joe Tomalin. Best dressed quail, young, Mrs. Card. Best dressed goose, young, Mrs. Card. Best dressed drake, young, Mrs. Card. Best dressed duck, young, Mrs. Card.

## ONTARIO & QUEBEC RAILWAY.

### New Bridges Built Over the Don River.

### PROGRESS OF RAILWAY BUILDING.

On Saturday the first train passed over No. 3 bridge of the Ontario & Quebec Railway. This structure, which is the first of the two bridges to span the Don, crosses the west branch of the river. It is a splendid work, built on the property of Mr. T. H. Taylor. It has been constructed according to a design prepared by Col. Smith, of St. Louis, and has been carried out by the Engineers of the Company, of whom Mr. Lumachen is the chief. Messrs. Battle & Merritt did the masonry work. The iron work was supplied by the Toronto Bridge Company. Mr. Harrison acted as inspector.

**THE COMPLETED BRIDGE**  
has a total length of 810 feet, with a maximum height of 105 feet. It consists of 13 spans of 30 feet each, 8 spans of 40 feet, and 2 spans of 60 feet. The structure consists of iron trusswork, supported on iron columns, and on masonry pedestals. These pedestals on the sloping side of the bank are square, on the flat side they are circular. Of course provision is made for only a single line, the width of the deck being 13 feet.

**ANOTHER BRIDGE,**  
known as No. 4, will carry the road over the east branch of the Don. This will be the largest bridge on the line. It will be constructed on the same principle as that above referred to. It will have a total length of 930 feet, with a maximum height of 120 feet. This structure will be completed within five or six weeks.

**ROAD CONSTRUCTION.**

The work of building the road has been rapidly prosecuted. Track-laying is being pushed forward at three different points. Next week the work will go on from four points. Gangs are at work in the township of Whitby, laying the track from Peterborough eastward. In the central division, the track is laid two miles west of Norwood, and is being continued towards Peterborough. From the east a gang has reached a point about eleven miles east of Tweed, and is advancing towards that place. In fact, the Company has the track laid from Perth to within eleven miles of Tweed. The Col'y's Engineers hope to have the track-laying finished by the early part of February.

### ORGANIC HABIT NOTES.

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2. **PRIZE LIST.**
3. 25. The following is the list of prizes in sheep, pigs and poultry:-

**SHIRES—LONG-WOOLLED.**

Best wether, 2 and under 3 years, John Rutherford, Roseville, 1st, 2nd, and 3rd. Best wether, 1 and under 2 years, John Rutherford, 1st and 2nd; James G. Wright, Guelph, 3rd. Best wether, under 1 year, John Kelly, Jr., Shakespeare; John Rutherford, 2nd. Best ewe, 2 and under 3 years, John Rutherford; James Shimmon, Windfield, 2nd; Mrs. M. H. Hood, Guelph, 3rd. Best ewe, 1 and under 2 years, John Kelly, Jr., 1st and 2nd. Best ewe, under 1 year, John Kelly, Jr.; John Rutherford, 2nd.

**MIDDLE WOOLLED SHIRES.**

Best wether, 2 and under 3 years, John Rutherford; Jas. G. Wright, 2nd and 3rd. Best wether, 1 and under 2 years, Jas. G. Wright; 2nd, Theo. Hood; 3rd, Jas. G. Wright. Best wether, under 1 year, Mrs. Hood, 1st and 2nd. Best ewe, 2, and under 3 years, Mrs. Hood; John Dryden, M.P.P., Brooklin, 2nd and 3rd. Best ewe, under 1 year, Mrs. Hood, 1st and 2nd.

**SWEEPSTAKES FOR SHEEP.**

Best wether, of any age or breed, John Rutherford. Best ewe, of any age or breed, Mrs. Hood.

**HOGS—ANY BREED.**

Best barrow, 1 and under 2 years; 1st, 2nd, and 3rd, Wm. Harris. Best barrow, under 1 year; 3rd, Joshua Sealey, Richmond Hill. Best sow, 1 and under 2 years, Robt. Dorsey & Son; 2nd, Joshua Sealey; 3rd, Joe Featherston. Best sow, under 1 year, Geo. Savage, Burnhamthorpe; 2nd, Joe Featherston.

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Best hog, of any age, breed, or sex, Robt. Dorsey & Son.

**FAT POULTRY, ALIVE.**

Best turkey-cock, old, Joe Tomalin, Brampton. Best turkey-hen, old, Joe Tomalin. Best turkey-hen, young, Joe Tomalin. Best guinea, old, R. Dorsey & Son, Summerhill. Best drake, old, R. Dorsey & Son. Best drake, young, R. Dorsey. Best duck, old, R. Dorsey & Son. Best display of live fat poultry, Joe Tomalin.

**DRESSED POULTRY.**

Best dressed turkey-cock, old, Mrs. Thomas Card, Guelph. Best dressed turkey-cock, young, Mrs. Card. Best dressed turkey-hen, old, Joe Tomalin. Best dressed turkey-hen, young, Joe Tomalin. Best dressed gander, old, Joe Tomalin. Best dressed gander, young, Mrs. Card. Best dressed goose, young, Mrs. Card. Best dressed drake, young, Mrs. Card. Best dressed duck, young, Mrs. Card. Best dressed cock, old, Mrs. Card.

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**OSGOODE HALL: NOTES.**

December  
1883  
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JIDE TORONTO: THURSDAY, DECEMBER 26, 1883.

### RAILWAY SMASH-UP.

A. G. T. R. Fast Express Collides with a Freight Train.

### MIRACULOUS ESCAPE OF ENGINEER AND FIREMAN.

A serious collision took place on the Grand Trunk Railway at Parkdale yesterday morning, a few minutes after ten o'clock. "No. 1" fast express from the west, due in Toronto at 8:10 a.m., was over two hours late and arrived in Parkdale about ten o'clock. The Engineer, George Brown, says he found the signals all right, and proceeded eastward of the Credit Valley Station building as usual at the rate of about fifteen miles an hour. When the train reached the first switch he found that instead of keeping on the main track it swerved on a siding, and that within a very few yards in front of him was a stationary freight train of about twenty-five cars. He quickly applied the steam brake, and though the effect was to check the speed of the train very considerably, the distance between the express and the freight train was so short that a collision could not be avoided.

#### THE CRASH.

The engine telescoped the rear car of the freight train, which happened to be empty, and crashed into the second car loaded with salt in sacks, and the result was that it was smashed almost into splinters and the contents scattered over the track. The remaining cars of the freight train were all more or less damaged by the shock, but with the exception of the engine, the express train escaped almost without damage, and the shock was not sufficient to make the passengers believe that so serious an accident had occurred. As soon as the collision took place engine-driver Brown and fireman Johnston, finding themselves uninjured, coolly proceeded, with the help of outsiders, to extinguish the fire, and they were then extricated from their rather confined quarters.

#### HOW THE ACCIDENT OCCURRED.

The freight train had been made up for the west on the siding just east of the switch. The engine was detached and left on the west side of the switch, and one of the brakemen, "taking it for granted" that the engine would back down immediately, left the switch open, and then proceeded to attend to some other duties in connection with his train with the above result.

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MATERIAL INDEX.

RAILWAY NOTES.

Up to the present time about one hundred and fifty miles of track has been laid along the line of the Ontario and Quebec Railway in sections. Ballast trains only are running as yet, but in about a month's time passenger trains will be placed on the road. .... Mr. Wm. Whyte, General Superintendent of the Ontario & Quebec system, returned home yesterday after attending the opening of the new cantilever bridge across the Niagara River. Mr. Whyte thinks the new bridge is the wonder of the age as far as engineering skill is concerned. .... The traffic of the Credit Valley Railway is steadily increasing. .... The Grand Trunk Railway of Canada traffic return for the week ending December 15th, 1883, shows a revenue of \$334,541, as compared with \$307,449 during the corresponding week of 1882, a decrease of \$27,000.

KINDERGARTEN CHRISTMAS.

Yesterday the closing exercises of the Kindergarten took place in Leaside Street School.

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December 22

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BRIEFS.

Parliament-street Primitive Methodist Church held its annual festival on Thursday night.

The Builders' Labourers' Union meets on Tuesday evening, when the election of officers will take place.

Government Detective Murray and High Constable Jones are still working at the Humber murder case, but so far no fresh arrests have been made.

On Christmas Day thieves broke into a shed in rear of 205 Mutual-street and carried off a shovel, saw, and an axe. The fatality were absent from home at the time of the theft.

John Reynolds, who became ill while in custody at the Agnes-street Police Station, and was sent to the Hospital, states that his mother resides at 136 St. Paul-street, St. Catharines.

The C. V. R. trains will run to the Toronto, Grey, & Bruce Railroad stations after January 1st. This action is taken for economical reasons, and is the result of the absorption of the two roads by the Ontario & Quebec.

Before Judge Boyd yesterday, in the County Judge's Criminal Court, James McKenna and Henry Hill, charged with felonious wounding, were remanded till Thursday. John Higgins, charged with stealing a buffalo robe, was also remanded till Thursday.

The keeper of a cigar store on Yonge-street was before the Police Court yesterday on a charge of exposing indecent pictures in her store window. It was shown to the Magistrate that the pictures referred to were photographs of young ladies in an apparel somewhat unnatural. However, the Magistrate held that the pictures were not indecent, and dismissed the case.

The Orphans' Home presented a very becoming Christmas appearance yesterday afternoon, when

an appropriation Indians, who he is out for the Plains of which he expect Treasury. Instead time, they appear capturing the anti scalps unless Ken of Pilaaster's dug became terribly ultimately secured cook, who later, and the Unit brigadier-general rat, and private, to agree to a grant receives \$50 per day.

THEODORE.  
Speaking of the Theodore Thomas Boston Transcript Boema is a singer heralded; her voice of excellent quality singularly fine, be said, she came one of the most just where to phrases through the door her singing are her grand weapons she has she is a singer can do it." The at Sucklings' this

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# GLOBE. TORONTO. MONDAY, JANUARY 21, 1884.

available. He did not understand why the leader of the Opposition was always opposed to the Canada Pacific Railway. He was opposed to building the line north of Lake Superior. Now, if he would ask Mr. Van Horne and others interested in the Canadian Pacific Railway, they would tell him that no portion of the line was more important than that running north of Lake Superior. The hon. gentleman did not want the road built quickly. He wanted it to have the population of the North-West all clustered about Winnipeg. Now, in consequence of the rapid building of that line, coal which sold in Winnipeg for \$23 a ton was now selling for \$5. The hon. gentleman charged the Canadian Pacific Syndicate with running lines outside of their line from Callander to Port Moody, and he could tell his gentleman that just one dollar of the Government money had been expended except in the building of the main line (hear, hear!) What would have been the use of a main line if it had terminated at Callander on the East? The remarks of the hon. gentleman showed that he was not able to grasp this grand idea involved in the construction of this railway. As yet there was no railway equal to it, and he did not see how it would be possible that a line either in Europe or America could equal it, at any rate in the near future, in dimensions or in the amount of fertile land it passed through.

**WITH REGARD TO OTHER-TAXING.**  
It was not intended to say in the Speech that the country was not prosperous. Looking at the amount of money in the savings banks and the regularity with which payments were met, it was plain that prosperity existed. The fact that manufacturers had in some lines made more than they could sell, and that some wheat had been treated in Manitoba, was no reason why there should be any fear of the future. The same trust which had affected Manitoba had affected also Dakota and Michigan, but the politicians and the press in the United States did not gloat over that. That was left for the gentlemen opposite and for the Grit press (Government cheer). The Washington Treaty ended in two years, and because it was not referred to in the Speech it was considered a great omission. He remembered very well when he was bounded as a traitor for having been to some extent responsible for that treaty (Government cheer). It was said he had shown a desire to concentrate by fighting on the question of elections. He was sure the gentleman did not desire to rerepresent him. From '67 to '73 the Government took no single step with regard to secheats. He never expressed an opinion with regard to whether they should go to the Local or Dominion Government. Excheats never were added to the public revenue. They were given to any friend or creditor of the deceased who could be found who could establish any reasonable claim. The whole case came up in the decision of Mr. Fournier when Minister of Justice, now judge of the Supreme Court, made judges by the gentleman opposite. When the Conservatives came in, and the Liberal supporters, the Ontario and the Dominion Governments agreed that the money should be disbursed by the former, subject to the final decision of the Court in the matter. There was also the great Hodge case. He was not like the hon. gentleman, infallible, and he confessed he (Sir John Macdonald) had gone too far in that speech. But the hon. gentleman had never said the

**M'CAFFERTY ACT WAS "TITLED VICES."**  
and he challenged him now to rise and say that if put into operation it would in his (Mr. Blake's) opinion be declared unconstitutional. The Privy Council for some reason, probably because of the absence of the members who usually considered questions arising out of the B. N. A. Act, avoided the case submitted to it. The decision finally was that the Dominion Government had a right to make police regulations and in that respect to regulate the liquor traffic. But in '73 the Speech

## RAILWAY COLLISIONS.

### A Valuable Invention Which Reduces Danger Therefrom.

#### A SAFETY TRUCK LOCK.

In these days when every morning newspaper brings its fresh tale of disaster on the great iron highways of the continent, it is satisfactory to find that inventive minds are at work devising means which shall be safeguards against these terrible accidents and mitigations of their awful consequences. One of these, a "Safety Truck Lock," has been invented by Mr. Thomas L. Wilson, of Port Hope, master car builder of the Midland Railway. This truck lock is composed of right-angled bracket of 3 x 1 inch iron, with a brace of the same weight of metal. This bracket is bolted firmly on its upper side to the intermediate longitudinal timbers of the floor of the car, its perpendicular sides being placed with sufficient space from the transom timbers of the truck to allow the truck to curve to the sharpest curvatures of the track. At the under side of the bracket is an arm extending under the bottom of the transom timber with sufficient space to allow free action of the springs, the object of this arm being to prevent the car from jumping from the truck in case of accident, two objects thus accomplished being the prevention of the "slowing" of the truck in the case of derailment of the car, and the prevention of the separation of the car from the truck in the case of the wheel striking any obstruction. The ordinary guard now in use on most railways is a "check chain" which connects truck and car, but so loosely that the truck on leaving the rails, can assume a lateral direction at a wide angle. It is from this cause that cars are dished, thrown over embankments, and

#### RIKED ON UPON ANOTHER.

The safety truck lock is placed so as to check the lateral direction of the truck as soon as it reaches a certain point, the play allowed the truck varying according to the length of the car. In a car forty-five feet in length the space is 12 inches, in a fifty-foot car it is 18 inches, and in an ordinary thirty-foot freight car it is one inch. These spaces are determined by the actual deflection of the trucks on the sharpest curves in use. When a car having this truck lock attached leaves the rail, it will "bump" along the tie, and as soon as the truck is turned to one side, by one wheel striking the tie before its mate on the opposite side, the bracket throws it back again in the original direction or across it; when the bracket on the other side exerts the same influence, and by this means the car is kept moving practically in its original direction. Should the car leave the rail on a curve the result will be that the curve of the track is closely adhered to, as the radiation of the ties will turn back the wheel on the inner side, so that the truck will still follow the curve. Another advantage of the truck lock over the check chain is that the "play" being shorter the breaking force is not so great, and that force being compressive in the truck lock is not so dangerous as it is where the check chain is used when it becomes a severe parting strain. A few nights ago a train of nineteen cars on the Grand Trunk East was derailed below Trenton, and five Pullman cars, containing many Members of Parliament and Senators with their families, were thrown down an embankment, one of them being overturned,

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tions yesterday and granted one. If the latter one other came from the deferred one go to the Burn-

ester, England, a last night in and Presbyterian as Temperance a large audience attended by Mr.

Medical Society lecture-room of us. One, read a paper treatment of shell, of Moncton, exposed essay on no particular subjects of Ottawa,

and conductor in "Householders" rises in the rear. Tuesday morning in fence at 7 St. J. W. H. Evans, our outbuildings where they were dis-

advices of Standard house, in and entertaining people the following — Misses Corlett, Mrs. Lee, Walter's Church choir to the evening's

held its regular L. The proceedings, Mr. J. Square, left, in the chair, away by Mr. A. Lebeau, and Postmaster of Bremen, by Mr. J. K. Jones then read the "Easter inventing manner. A now the reading of a of the Club. The act 1, scene IV, own took the newspaper, Mr. Kaya, of University Col-

## THE HUMBER VERDICT

Reviewed by an Old Railway and Telegraph Man.

### THE TRAIN ORDER DEFENDED AS SUFFICIENT.

(To the Editor of The Globe.)

Sir,—I have read with much interest your very full account of the terrible accident at the Humber, and have paid special attention to the evidence at the coroner's inquest, the verdict of the jury, and the correspondence regarding it since published in your columns.

Perhaps you will allow me (as an old Torontonian, and as one who while a telegraph operator has taken many a train order at "Yonge-street" and at the old shed called by courtesy "Union Station," in the days when Queen's Wharf was on the "outskirts of civilization," and Parkdale, High Park, and Mimico were unknown) to offer a few remarks at this late date on a paragraph of the verdict based on what I knew then and have learned by experience and observation since.

The jury says that "was to Toronto according regulars," was the ambiguous and fatal order given by the Hamilton train dispatcher to Conductor Barber.

Similar orders to this one have, I believe, been given on the Great Western.

FOR MANY YEARS and it would be interesting to know if any effort was made by the jury to find out how many thousand such ambiguous orders had been given, say for 1883, and how many accidents had been caused thereby; also what efforts, if any, were made to procure evidence as to what other Great Western conductors would naturally understand by the order referred to, and what they would have done under similar circumstances.

It would also have been worth while enquiring into the system of despatching used by other first-class roads, and what the employees of such roads would have understood by such an order, before condemning in such a wholesale way, and on such a part or denier, the whole railway train order system of this Continent.

I understand it was shown in evidence that both the conductor and engineer had a copy of the latest working time card, and it would be absurd to suppose that they did not perfectly understand that the word "regular" meant

#### EVERY TRAIN SHOWN ON THAT TIME CARD.

Granting this, what in the name of common sense could be more plain than the order as given?

Why, Mr. Editor, anything added to that order would have simply spoiled it; but given as it was, it could not possibly have been misunderstood except by recklessness or by "forgetfulness."

**ANNOUNCEMENT**

**LADIES' & CHILDREN'S**

**MEN'S AND BOYS'**

**WHEATON**

17 King-st

**TWENTY PER CENT**

Commencing on the 1st and during February large reduction of 20 per cent discount. Large Goods in Canada, and all of our own manuscripts

**SALES F**

**WHEATON**

17 King-st

years, I am still a Canadian, and therefore take a decided interest in all that affects the happiness and prosperity of "Fair Canada," and especially its railroad interests, and it is simply because I do that I ask you to give space for this communication in the hope that it may set others thinking about the questions to which I have referred.

Chicago, Jan. 28.

CANUCK

## CIVIL ASSIZES.

### A Big Verdict Against an Urbridge Estate.

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Before Justice Rose at the Assizes yesterday the case of Chiquin v. Gilroy was heard. This is an action to set aside an alleged improper conveyance made between two brothers. The Chiquins themselves live in Whitechurch, near Aurora, in the case of

# THE GLOBE TORONTO FRIDAY, JANUARY 4, 1884.

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## TORONTO INFANTRY SCHOOL.

A Visit to the Headquarters at the  
New Fort.

### QUALIFICATIONS REQUISITE IN RECRUITS.

The Rations and Kit Issued to the  
Men and Their Pay.

The School of Infantry for Ontario has, since the beginning of '84, become an established fact, and any one who took the trouble of visiting the New Fort, south of the Exhibition Grounds, found Lieut.-Col. Otter and his staff of officers, together with 25 recruits, busily engaged in putting the place in proper condition for permanent occupation. Of course there was not a great deal necessary to be done to fit up the place, as it has not fallen very much out of repair. Cleaning and painting have already made a very marked

## THE ONTARIO & QUEBEC

Leased to the Canada Pacific for 999 Years.

The adjourned meeting of the shareholders of the Ontario & Quebec and Canadian Pacific Railways took place in the office of Oader & Hammond yesterday, when the lease of the Ontario & Quebec system to the Canadian Pacific was produced and duly confirmed. The lease is for 999 years, and includes the lines of railway formerly known as the Toronto, Grey, & Bruce and Credit Valley, besides the portions of the Ontario & Quebec now constructed, namely, from Toronto to Smith's Falls. A full description of the amalgamated lines and their mileage was published in THE GLOBE last week. Next spring the line from Smith's Falls to Montreal will be pushed forward. One of the heaviest pieces of work on the line will be a bridge across the St. Lawrence near the Lachine Rapids. When this is completed the C. P. R. will have control of a system of railway extending in Toronto, and extending to Montreal and Ottawa on the east, St. Thomas and London west, and Owen Sound north. An office for the O. & Q. system will be established in Toronto.

## EXAMINATION

Enquiry Before the  
Education

HOW PAPERS W

Candidates for the In-  
ations Frauduler

(By Our Oc  
Banning, Jan. 3.—In a  
mission lately issued by  
tion, an investigation op  
before Mr. George Hu  
Minister of Education,  
quiring into and report  
proper and frauduler  
me to information. In

JANUARY 4, 1884

## LOCAL NEWS

### WILLING TO SETTLE REASONABLE CLAIMS.

Mr. John Bell, of Belleville, solicitor of the Grand Trunk Railway, who was in the city yesterday, stated that the company did not wish to contest any of the claims for damages from the Humber accident, and that unless they were unreasonable all claims would be settled when presented.

### SHROVE TUESDAY SOCIAL.

The annual Shrove Tuesday social of St. Stephen's Church took place in the church school-room last evening. There was, as usual, a large attendance, and a most enjoyable evening was spent. A capital supper was served at 8 o'clock by the ladies of the congregation, after which an excellent programme of music, reading, etc., was proceeded with. Rev. A. J. Broughall, pastor of the church, occupied the chair.

### REDUCTION OF FREIGHT RATES.

At the request of the farmers interested in the business the Grand Trunk authorities have reduced the freight charges on milk coming into Toronto along the line of the Great Western Division. A large delegation of farmers came to this city yesterday, and asked that the charges should be reduced three cents a can. The rate was reduced 2½ cents, and is now 12½ cents on each can of milk coming from any station as far west as Burlington.

### ONTARIO & QUEBEC RAILWAY.

As soon as the weather permits it is proposed to proceed vigorously with the completion of the track-laying on the Ontario & Quebec Railway. Some 35 miles of track is still to be laid. Thirty miles of this distance lies between the new Don bridge, in York township, and Myrtle, and the remaining eight near Peterboro'. The masonry work and grading have all been completed, so that the matter of laying the track will consume only a short period of time.

### THE WEATHER.

The following is yesterday's temperature at

ment that on account of the By-law, the who will have to be closed out and great reductions in price. Others make announcements indicating that, at all events for the worst. In case licensed grocer yesterday he had worked pretty hard. "But," continued he, "I don't know but I am just effect will it have on? I cause it will reduce it as well as the percentage. But there is a good deal to me, at least—in this I will simply have to put so much the harder." made in a disconsolate manner, though not very at the turn things had doubt other licensed grocer composed. They have a

### POLICE

The following cases: G. T. Denham, R.M. Phil Sullivan was remanded till Geo. Sims discharged; James Bue costs or 10 days; J. St. and costs or 30 days amount of damage to his J. Tuff, Ellen Downs, fined \$1 and costs or 30 Lewis, remanded till Charles Anderson, Pete Pearson were remanded—Philip Sullivan was remanded till Wednesday convicted of stealing and was sent to John Sullivan was from David Silverstein for one month. Richard Isaac Ritchie was committed for trial on a charge of arson was discharged. High

February 27, 1884

Globe

on the occasion of the latter gentleman's golden  
wedding.

ONTARIO & QUEBEC RAILWAY.

The general offices of the Ontario & Quebec Railway, including the Credit Valley, and Toronto, Grey, & Bruce roads, will be removed on Wednesday next from their present location, corner Front and Bay streets, to the old U.E. Club building on King-street. It is also understood that Mr. Vauhorne, General Manager of the Canadian Pacific Railway, will have an office in the same building.

SUNDAY SCHOOL INSTITUTES.

The time of the meeting of Sunday School Insti-

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April 15

1884

GLOBE

having escaped. The prisoner was committed for trial.

#### SRIEFS.

It is proposed to form a Provincial Sanitary Association, and a meeting has been called for to-day in the Canadian Institute.

Mr. W. H. Steward has been granted a permit for the erection of two two-storey and mansard brick stores and dwellings at 303 and 303 Spadina-avenue to cost \$1,300.

The pay car of the Grand Trunk Railway is expected here to-morrow. The trainmen expect to get paid on that day, and the freight-shed hands and other employees on the following day.

The Divisional Court yesterday was employed in deciding a dispute as to the ownership of a game-cock, damages being laid at \$15. Each side had a counsellor, and ultimately Judge Boyd decided for the plaintiff.

The Ontario & Quebec Railway Company has begun painting their rolling stock with the word "Canadian Pacific Railway, Ont. Div." on the cars. The engines will simply have the initials "C. P. R." and new numbers be assigned to them.

A young couple started out yesterday afternoon in a small row-boat for the Island, but were upset near Hanlan's wharf. A man named William Sutherland, who had been watching them, jumped in and rescued the lady, and the young man scrambled out as best he could.

Taking advantage of Dr. Talmage's presence here to lecture for the Bond-street Church on Tuesday evening next, a number of gentlemen have solicited him, and he has consented to deliver his lecture on "The Bright Side of Things" in Shaftesbury Hall on Wednesday evening.

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April 16, 1884

p 6 -

GLOBE

Painting equipment

Court adjourned.

BRIEFS.

Dr. Conniff granted a hospital order yesterday to a derelict man afflicted with a cancer.

The Ontario & Quebec Railway Company commenced running sleeping cars from Toronto to Chicago yesterday.

The delegates from the Emerald Association of this city left yesterday to attend the meeting of the Emerald Society in St. Catharines to-day.

Edward George W. son, of 35 Ontario-street, was locked up at the Wilton-arkansas Police Station last night on a charge of assaulting his mother.

The lane running south from Shuter between George and Jarvis is in a fearfully bad condition from the accumulations of filth. The residents of the neighbourhood are complaining.

April 22  
1884

Globe

our stars on their wedding tour to Montreal,  
Quebec, etc.

WEST TORONTO JUNCTION.

Work on the new station and dining-rooms of  
the Ontario & Quebec Railway at West Toronto  
Junction is being rapidly pushed forward, and  
from present appearances the building will be  
completed in a few weeks. 300,000 feet  
of lumber will be required in its construction. It  
will be 173 feet long and 36 feet wide with a  
transom 16 feet wide. The platform at the sta-  
tion will be 42 feet long, 16 feet wide on the  
north side, and 12 feet wide on the south. The  
round-house of the company is also being vigor-  
ously gone on with.

SUNDAY SCHOOL INSTITUTE.

The third meeting of the Institute series, held

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April 24, 1884

GLOBE

**Y. APRIL 28, 1884**

**OR TRAFFIC.**

**LICENSES TO THE PROFESSION ON SATURDAY.**

**CAR DRINKING.**

The Provincial Board of was held on Saturday for personal applications for in this city. There were of the Board, Dr. Ogden, and Mr. Charles Dugbary, and was that of Mr. H. King-street East. Mr. a license, but the question is had the accommodation on the ground that he

Mr. Dugbary spoke of the application, and it is wanted to start

"perpendicular" drinking. Mr. Hughes did much money in turnish-five cents, and thought it out of the business if he

It is in the liquor that the

"That is the idea." Aged gentleman, applied 200 and 202 King-street with the Board of Commissioners not given a license last

hard than a Government

or of a boundary quicker

the question of granting

her defiance, she turns to bid her purse, the effect was electrical on the audience and a storm of applause followed. In the last act there was a hand upon the house which added to its impressiveness, and when Queen Mab was led away to the examiner, in half suppressed sighs the house testified how deeply moved was each spectator."

"As You Like It" will be played to night.

**FRIENDSHIP, LOVE, AND TRUTH.**

**THE SIXTY-FIFTH ANNIVERSARY OF ODDFELLOWSHIP.**

**HISTORY OF THE ORDER.**

**INSTITUTION OF THE FIRST LODGE SIXTY-FIVE YEARS AGO TO-DAY—GROWING FROM FIVE MEMBERS TO HALF A MILLION.**

The anniversary services in connection with the Independent Order of Oddfellows were held at the Metropolitan Church yesterday afternoon. This event is yearly looked forward to with much enthusiasm by the Oddfellows and their friends, but in view of the parades and services being unusually grand, it excited considerable interest for some weeks past. All the Toronto Uniformed Recruits took part in the parade, which is said to have been the largest turnout of Oddfellows ever held in the city. The body left the corner of Yonge and Albert streets about 3:30 in the afternoon, arriving at the church in comfortable time for the service at four o'clock.

**SIXTY-FIVE YEARS AGO TO-DAY.**

The service is to celebrate the institution of the first lodge of Oddfellows on this continent.

**EMIGRANT SLEEPING CARS.**

**DESCRIPTION OF NEW SLEEPERS FOR THE CANADIAN PACIFIC RAILWAY.**

On Saturday morning the first contingent of immigrant sleeping cars arrived at the Ontario & Quebec yard at the foot of Peter-street. The cars are five out of an order for twenty which has been given by the Canadian Pacific Railway to Mr. James Cross, of Cobourg. These will run between Port Arthur and Calgary for the especial accommodation of immigrants. They are the first emigrant sleepers ever built or used in Canada, and are built in every way similar to first-class coaches. They are furnished with Westinghouse air brakes and Miller platform and the latest improved trucks, having 40 inch die wheels and Krupp steel tires. The cars are 50 feet long inside of the platforms, and will comfortably seat and sleep 56 persons, having upper and lower berths similar to Pullman cars, and so arranged that they can be fixed almost instantaneously. The seats have been specially designed by Mr. W. G. Van Horne, General Manager of the road, and are composed of alternate strips of cherry and elm. The paneling inside and the whole interior of the car is finished with ash. Special care has been taken to provide good ventilation, and the cars are heated with two improved heaters, with hot air pipes running along the full length of the car on each side. The heaters have been constructed so as to accommodate passengers with hot water. The cars are furnished with double windows and venetian blinds, and every possible provision for the comfort and convenience of the passengers. The interior fittings are of gold beze and all the workmanship is gotten up in a first-class manner, very substantial and in good taste. A few of the cars have been retained in Parkdale, and will be run on the Manitoba extension on the next few Sundays. When the Ontario and Quebec Railway is opened some of them will be run continually on the emigrant trains from Quebec to Owen Sound.

April 28 1884  
GKOBG

may be was not present on the occasion, and the correspondent was mistaken.

ONTARIO & QUEBEC ROAD.

Mr. Wm. Whyte, General Superintendent, and Mr. Hugh Ryder, Superintendent of Construction, Ontario & Quebec Railway, are out of the city on an inspection of the road. They started on Wednesday, and will go over the whole line on a hand-car before returning to the city.

LEE'S EXTRADITION.

The Sheriff has received from Ottawa the warrant for the delivery of Harry F. Lee to the American authorities. The warrant has been sent to

MAY 2  
1884  
Globe

Hines	ed, and eminent workers always ready to operate in forwarding the aims of the College.	Brown Ryan All Mont treal H & R Ayr Sand Cove O'Ne ville H. D. Lew C. H. Ket Bull J. E. As Cable Prest Mich Mont Mark Hud Bar Gile Kane Gard Winn July ville J. H. Ward Wren
a Sup port of present ing men is suffi ciently stabil ed. If you a times are tax ed the ship of obtain much in it and in their occurred a sum tender word nearly dogmatic ian col egy, and another village, this of on the school lance of to send an ad inspirational g on the conserve deepen spirit of the	<b>IMPORTANT RAILWAY CIRCULARS.</b>	
	<b>New Arrangements for Working the On tario System C. P. R.</b>	D plea pos cat Cal Br in a use all and the we tha ent dri =
	The following circulars will be self-explanatory:	
	<b>CANADIAN PACIFIC RAILWAY COMPANY.</b> Montreal, April 30th, 1884. <b>To Officers and Employers Ontario Division C. P. R.</b>	
	The Ontario & Quebec Railway (including the Credit Valley and Toronto, Grey, & Bruce Railways) having been leased to the Canadian Pacific Railway Company, these lines will, from the 1st May proximate, be operated as the Ontario Division of the Canadian Pacific Railway. All officers and employees will report to Mr. W. Whyte, General Superintendent Ont. Div. C. P. R., and will be governed by his instructions. All rules and regulations now in force on these lines will continue in force until further notice.	
	W. C. VAN HORNE, General Manager.	
	<b>ONTARIO &amp; QUEBEC RAILWAY COMPANY.</b> Office of the President, Toronto, April 30. <b>To Officers and Employers:</b>	
	The Ontario & Quebec Railway (including the Credit Valley and Toronto, Grey, & Bruce Railways) having been leased to the Canadian Pacific Railway Company, these lines will, from 1st May prox. be operated as the Ontario Division of the Canadian Pacific Railway.	
	Mr. W. Whyte has been appointed General Superintendent of the Ontario Division C. P. R., and all officers and employees of the O. & Q., G. V., and T. G., & B. Railways will be governed by his instructions.	
	E. B. CALKE, President.	
	<b>CANADIAN PACIFIC RAILWAY—(ONTARIO DIVISION.)</b> Office of the General Superintendent, Toronto, May 1, 1884.	
	<b>To Officers and Employers:</b>	
	You have been informed by circulars issued by Mr. Van Horne, General Manager C. P. R., and Mr. Odier, President Ontario & Quebec Railway, that the O. & Q. Railway, with its leased lines—the Credit Valley and Toronto, Grey, & Bruce Railways—will from this date be operated as the Ontario Division of the Canadian Pacific Railway. No change will be made in the rules and regulations, manner of keeping the accounts, etc., for the present, and all station and car reports, correspondence, etc., will continue to be sent to the respective offices at Guelph as heretofore until further notice.	
	W. WHYTE, Gen. Sup.	

MAY 2  
1884

GLOBE

service was conducted.

RAILWAY EXTENSION:

A large delegation waited upon Mr. E. B. Oader, President of the Ontario & Quebec Railway, with reference to the extension of the Credit Valley system from Elora, or by way of Guelph, westward by way of Stratford. Mr. D. D. Hay explained the object of the deputation, and several other men in the party, including Mr. James Trow, M. P., addressed Mr. Oader on the subject. Mr. Oader said that in a couple of weeks the company would send on the engineers over the routes, after which they would be in a position to say what the company would do by way of assisting in any project for the extension of their system.

BROOKTON'S DEBT.

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MAY 2, 1884

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at Ottawa, but have not made their intended action public yet. The Board will meet again and consider some more licensees, Ward's application for the Island being the number. Licenses will be issued by the Board to-day. Hotel keepers who desire to take out Dominion licenses have been instructed by the Inspector not to tender the money to the Ontario authorities, but to deposit it in the Deputy Receiver General's office, or to the credit of the Ontario Government, "when they acknowledge the validity of the Dominion Act." It is unlikely that there will be any money deposited in this way except by those who, having been refused Ontario licenses, are falling back on the other.

### RAILWAY LABOURERS' STRIKE.

A number of Italian navvies, who were employed at ballasting on the Ontario & Quebec Railway, quit work Thursday morning, and this afternoon are besieging the treasurer's office on King-street for their pay. These men were at work on the Canadian Pacific Railway, along the shores of Lake Superior last year, and tampered by the higher wages prevailing there, at present struck work without notifying the Ontario & Quebec authorities, or even demanding an increase of pay. Some of them have again returned to work, and the strike will not delay ballasting on the road at all, as there are hundreds of idle men in the city who will be only too glad to take the places of the strikers. In the sand pits at Cudlton there were 40 men at work loading the gravel trains yesterday, and the full complement of ballasters required will be at work

DROWNED IN THE OCN.

MAY 3, 1884

GLOBE

## RAILWAY WORK AND WHISKEY.

### Illicit Traffic Among the C.P.R. Navvies.

### MR. WORTHINGTON DEFENDED.

An official who has been living for more than a year among the workmen on the Eastern Section of the Canadian Pacific Railway, when spoken to yesterday on the subject of the work about Sudbury, took grave exception to the statement made in an interview on that subject published in Wednesday's *Globe*.

"It would be inferred," he said, "from what the gentleman stated, that Mr. Worthington, the late Construction Superintendent, had not left the work willingly. But that is not the case. Mr. Worthington was allowed to retire at his own request, and he made that request because he was ill and his doctor told him he must give up the work. It was charged that his conduct was arbitrary in preventing certain parties from building near the railway. The fact is it was necessary to do something, and, while Mr. Worthington may not have been strictly within the letter of the law, he could hardly have done other than he did under the circumstances. You must understand that the Public Works Act is in force in the territory ten miles on either side of the road, and under that Act it is

#### ILLEGAL TO SELL WHISKEY

within the limit to which it applies. With over six thousand men at work on the seventy miles from Callander to Spanish River, you can easily understand that attempts are being constantly made to smuggle in whiskey. There are fully fifty pedlars who come up the line every month to sell goods to the men, and I am confident that at least one-third of them bring in more or less whiskey. A trader cannot make money by keeping a store and doing a regular business, because the men can get all the things they want from the company's stores at reasonable rates. As a rule these traveling

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MAY 15, 1884

GLOBE

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ILLEGAL TO SELL LIQUOR  
within the limit to which it applies. With over six thousand men at work on the seventy miles from Callander to Spanish River you can easily understand that attempt is being constantly made to smuggle in whiskey. There are fully fifty pedlars who come up the line every month to sell goods to the men, and I am confident that at least one-third of them bring in more or less whiskey. A trader cannot make money by keeping a store and doing a regular business, because the men can get all the things they want from the company's stores at reasonable rates. As a rule these travelling traders sell liquor. The stuff comes in usually in the shape of high wines. It is diluted and sold for twenty-five cents a glass. At that rate the profit is large, and of course the temptation to go into the business very great. We have found whiskey藏在kerosene cans, hogsheads of sugar; an honest-looking trunk, apparently filled with some workman's effects, when opened is sometimes found to contain jars or cans of liquor, and so on. The ingenuity shown by these smugglers is wonderful. Mr. Worthington has never interfered with any man who wished to do an honest trade, but he has dealt pretty severely with men who were only anxious toager a bit of land on which to sell whiskey under cover of selling something else. If the slightest laxity should be shown in the enforcement of the law, there would be no possibility of living among those men. A regular count has shown that there are

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## 6 LOCAL NEWS.

### FOR TORONTO.

The 14th P. W. O. Rifles, Kingston, are arranging to visit Toronto July 1<sup>st</sup>, the Semi-Centennial Committee having intimated that they will contribute to their entertainment if the citizen-soldiers number 350 men.

### FIRST FREIGHT.

The first freight train on the Ontario & Quebec division of the Canadian Pacific Railway arrived at an early hour this morning. It consisted of fourteen cars of freight consigned from Montreal for Winnipeg, leaving the former city on Monday night.

### DISAPPEARANCE.

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FIRES ALONG THE O. & Q. RAILWAY.

Since the trains have begun to run on the Ontario & Quebec Railway, the land owners have suffered much annoyance from the breaking out of fires in the meadows and bushland. The trouble is partly due to the scattering of sparks from the engines and partly to the fact that the opening of the road has made a new highway for fishermen, tramps, and the like who light their fires and scarcely every think of extinguishing them when done with. The principal cause of complaint, however, is against the locomotives. The wheels of one proprietor were fired five times in one day of last week.

TORONTO, Y. M. O. A.

THE DAILY JOURNAL OF THE WESTERN WORLD

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## KING-STREET CROSSING.

The Line of King-street May Be Deviated to the Southward

AT THE EXPENSE OF THE CITY

And the Railway Companies Will Then Construct a Crossing and Gates.

*(From Our Own Correspondent.)*

OTTAWA, May 28.—This morning the representatives of the city of Toronto, the village of Parkdale, and several railway companies interested in the proposed King-street subway, arrived here to argue their case before the Railway Committee of the Privy Council. The city is represented by the Mayor and the City Solicitor; Parkdale by Mr. J. J. McLean, Q.C., Major Gray, M.P.P., and George S. Booth; the country of York by Mr. Wallace, M.P., and Mr. Speight of Markham; Messrs. Bell and Hollingshead represent the Grand Trunk; Mr. D'Arcy Boulton the Northern; and Messrs. R. M. Wells, M.P., Hector Cameron, M.P., and W. Whyte the Ontario & Quebec Company. It will be remembered that when the deputation was here two weeks ago the representatives of the railway companies raised the point that the Committee of the Privy Council had no jurisdiction over the matters in dispute, and an adjournment for two weeks was agreed upon to enable the Government to consider the point, the railway solicitors being requested to reduce their arguments to writing. This they did, and transmitted their memorandum to the Railway Department over ten days ago. When the deputation met the Committee to-day, it was found that not one of the Ministers had looked at the memorandum or given the matter the slightest consideration. A further adjournment until two o'clock was asked for to enable the Deputy-Minister of Justice to examine the papers and the statutes bearing upon the subject.

Accordingly the deputation met the Railway Committee again at three o'clock. The Ministers present were Hon. Messrs. Pope, Chapleau, and Carling. After hearing the arguments of all parties the Ministers decided that they had authority to deal with the matter, and ordered that the line of King-street be diverted southward so as to cross the railway tracks at right angles, the expense of diverting and extending the street to be borne by the city of Toronto. After that has been done the railway companies agree to construct a railway crossing, to put up gates, and to keep men constantly on guard. The members of the deputation left for home to-night.

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THE O. & Q. RAILWAY.

The telegraph line on the Ontario & Quebec Railway was finished at a late hour on Saturday night. The work was only commenced on the 1st of April, so that the whole 200 miles has only taken two months in construction. Freight has been moved on the line for some time past; but regular freight trains will not be run for some days yet, owing to the work of ballasting not being finished.

ST. JOHN'S LODGE.

The annual meeting of St. John's Lodge, A. F.

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1884

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at 2 o'clock.

INSPECTING THE ONTARIO & QUEBEC.

Mr. Wm. Whyte, Gen. Superintendent Ontario Division, Mr. Hugh Whyte, Superintendent of Construction, and Mr. H. D. Lumden, Chief Engineer of the Ontario & Quebec section Canadian Pacific Railway, left yesterday afternoon on a tour of inspection of the new line. It is expected that they will make arrangements to overcome the engineering difficulties which have been met with, and which at present prevent the opening of the road between Peterboro' and Smith's Falls.

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JUNE 26, 1884

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JUNE 27, 1884.

**CRIMINAL ASSIZES.**

and by the Grand Jury—Cases Tried.

of the Criminal Assizes were conducted by Honourable Justice Cameron & Park. The Grand Jury have presented in the case of the Queen v. Winger for embezzlement. True been presented in the Queen v. Parker, charged with the unlawful apparel dozen men's shirts, pants, & apparel, the property of Mr. W. Warmell, a passenger, and the case will likely day. In the Queen v. Charles Johnston, charged with the quantity of timber from one McMillan, a true bill was presented, who are out on bail, not orally or by counsel, Mr. Irving took warrants for them, which were the Queen v. Wright, a charge of larceny on one Minnis Hutchinson, a true presented. The case of John Macrae, charged with on 28th of May last, feloniously of magnetic snap, the property of & Co., was the first case called. Dougall appeared for the prisoner, was employed by Rodger, MacLay, city, in the capacity of a manufacturer of soap throughout the city, and it is alleged, when entrusted with it to two customers of the same tiered bat one, retaining the other, given showing the system adopted by & Co. in delivering their delivery books and the customers were relied upon by on to secure a conviction. The man left with the jury, they returned of "Not Guilty." The prisoner discharged. A further case of Dunsmore, charged with knowingly receiving 36 boxes of soap altered taken from Rodger, MacLay, & Co. In the sequential of the prisoner, street murderer will come on to swear, probable will come on to swear, probable will be tried first.

**AMONG THE FISH.**

Dead Shad Floating on the

**ONTARIO & QUEBEC.**

**The Junction of the Line with the Credit Valley.**

**THE STATION BUILDING AND ITS SURROUNDINGS.**

Less than five miles from Toronto and close to the point where the tracks of the Grand Trunk, Toronto, Grey, & Bruce, and Credit Valley Railways, which run alongside from Parkdale begin to diverge, the new Ontario & Quebec begin its junction with the Credit Valley division of the Canadian Pacific Railway. At the point of junction a new and handsome passenger station is being erected for the accommodation of the travelling public. The main part of the building consists of a dining-room 35 x 60 feet and 16 feet high, capable of seating 100 people at the tables at once. The walls are being panelled and wainscotted and the ceilings handsomely finished. Above the dining-room is a story divided into 15 sleeping rooms for the employees. West of the dining-room is a one-storey wing, 35 x 35 feet, divided into refreshment rooms, ladies' and gentlemen's waiting rooms, ticket offices, and baggage-rooms. East of the dining-room is another wing two storeys high, 30 feet square, with a one-storey addition 25 x 14 feet, divided into kitchen, scullery, storerooms, and refrigerator room. The latter is a somewhat new idea, and has a false ceiling on which a quantity of ice is constantly kept, so as to reduce the temperature to such a point as will keep all the supplies for the dining-room perfectly fresh for as long a time as may be necessary. East of this building, and detached, is another one 50 x 25 feet, divided into laundry and boiler house. The boilers in the latter are intended to furnish all the hot water used for laundry, cooking, and other purposes, and to supply heat for warming the whole of the station building. A little farther east of this is a large ice-house, which has been filled with pure ice cut from the Humber sufficient to last for the next two years if necessary. On each side of the station is a platform 400 feet long and 18 ft. wide, and between the two platforms, in the triangle of which the west end of the station forms the base, a flower garden with a fountain in the centre is to be made. This whole of the work around these buildings is being done

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ber sufficient to last for the next two years if necessary. On each side of the station is a platform 400 feet long and 18 ft. wide, and between the two platforms, in the triangle of which the west end of the station forms the base, a flower garden with a fountain in the centre is to be made. The whole of the work around these buildings is being done by Mr. Houldiff under contract. The work was begun on the first of May and will be entirely finished by the first of July. Near the station two tracks run off from the main line, one of which runs almost parallel with it, while the other diverges considerably north to the north for a distance of about a mile, where they both again join the main line. These two tracks form the outside or main lines of the new yard which is being constructed for the accommodation of through freight traffic. The sidings in the yard at present being constructed are fourteen in number, each capable of holding 13 cars, and run diagonally from the south main track to the north main track in a nearly due north-west direction. Each siding has its own independent connection with the main track, both north and south. The switches are 105 feet apart from one another and are furnished with the most approved blocks. This diagonal design has been applied to most of the larger freight yards of the Canadian Pacific Railway and has been found to be economical and convenient. The yard at Winnipeg is constructed on this principle being capable of holding over a thousand cars and of disposing of them in less time than any other yard of the same capacity. The yard occupies a long triangular piece of sandy ground, about 40 acres in extent, and is well drained, so that it will always be dry. Close to the north track is a large water tank, 21 feet in diameter and 16 feet high, resting on concrete, which is well supplied by a six inch main from a good living spring alongside the Northern Railway, about two miles distant, and from this main water is also supplied for the station, roundhouse, etc. Another track runs from the roundhouse to the tank to enable engines to take water, and will join the main north track a short distance away. The roundhouse stands some little distance north of the yard, and when completed will be about 300 feet in diameter and afford accommodation for 44 engines, besides sheds and entrances. At present only the north quarter section is being built, and this will have stalls for twelve engines. Each stall is 70 x 22 feet long, and has ample room under the engine-bed for the purpose of cleaning the engine, and, with covered drains, connecting with a perfect system of tile-drainage, which will carry off all the water used. The turn-table, built of steel by the Hamilton Bridge Company, is so perfectly balanced that one man can with comparative ease turn an engine without assistance. The masonry is of the best description, and reflects great credit on the contractor, Mr. Booth. The stone used is Credit Valley freestone. The work on the whole property was commenced May 1st. The station will be finished by July 1st, and the yard and round-house by August 1st. The whole work has been under the supervision of Mr. S. B. McKee, division en-

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### THE PRESS CO.

The Press Club of the Grand Opera House is an excellent one. In the affair, the concert, pleasure and entertainment, the tug of war, afford much amusement and only waste minutes in idleness. And he is sure to be instructive in the sciences which are more or less advanced. An introduction to give some new style. "The charm of variety," will be presented. Altogether, the programme will be Theodore Martin.

### DRINK

### A Drunken Man.

(From Our  
London, June 2  
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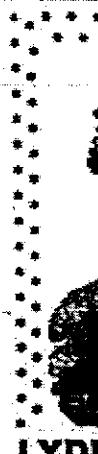
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CHE WORK WHICH THEY HAD DONE DURING THE WINTER  
ONTARIO & QUEBEC TIME TABLE.

The first time table of the Ontario & Quebec section of the Canadian Pacific Railway is now out of the hands of the printers with the changes made that were stated in THE GLOBE of yesterday, as likely to be made. The mixed train will not start from or arrive at the Union Station, but will leave Parkdale at 6:10 a.m.; Toronto Junction, 6:30 a.m.; North Toronto (Yorkville), at 6:45 a.m., and arrive at Peterboro' at 11:06 a.m., and Norwood at 12:08 p.m. Returning will leave Norwood at 2 p.m., Peterboro' at 3:03 p.m., and arrive at North Toronto, 7:15 p.m.; Toronto Junction, 7:30 p.m.; and Parkdale, 7:50 p.m. The express will leave Norwood at 6:31 a.m.; Peterboro', 7:15 a.m., and arrive at North Toronto at 10:10 a.m.; Toronto Junction, 10:20 a.m.; Parkdale, 10:33 a.m.; and Toronto (Union Station) at 10:45. Returning will leave the Union Station at 4:50 p.m.; Parkdale, 5:00 p.m.; Toronto Junction, 5:10 p.m.; and North Toronto, 5:25 p.m., arriving at Peterboro' at 8:14 p.m. and Norwood at 8:57 p.m. This time table takes effect on Monday next, the 26th inst.

SEMI-CENTENNIAL PARADES.

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JUNE 27

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HARD LINES.

A large number of Italian labourers came over Friday night by boat from Buffalo. The poor tawny fellows were not allowed to step in the boat, of course, nor on the wharf, during the night. They consequently scattered about looking for nests of shelter on the Esplanade. On Saturday morning they were huddled about on the north platform in the Union Station, sleeping and walking about waiting for the departure of the Toronto, Grey, & Bruce train, to carry them on their way to the C. P. R. in the North.

THE JEWISH JUBILEE.

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JUNE 30  
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p.m., 7 miles north. Rain, 0.20 inches.

#### C. P. R. APPOINTMENT

Mr. Wm. Smith, formerly general baggage-master of the Credit Valley Railway has been appointed general baggage-master and detective of the Ontario division of the Canadian Pacific Railway. Mr. Smith is one of the oldest railway men in Canada and was in the employ of the Grand Trunk Railway from soon after its completion until shortly before the opening of the Credit Valley, when he came to the latter road.

#### THE PROVINCIAL FAIR.

The Dominion and thirty-ninth Provincial Exposition will be held this year at Ottawa from the 22nd to the 27th of September. The prize list which has been issued is a liberal one, especially in agricultural exhibits. Visitors to the fair will have an opportunity of inspecting the interesting fisheries exhibition, composed of a large part of the exhibit which the Canadian Government collected to represent Canada at the recent Fisheries Exhibition in England.

#### COMMENDABLE DESPATCH.

A correspondent writes:—"The paragraph in *The Globe* on Saturday calling attention to the bad condition of the sewer mouth at Church-street was promptly answered. Not waiting for a meeting of the Board of Health, Commissioner Costaworth was on the spot at eight o'clock on Saturday morning, and a gang of men was at work in less than an hour. Now that the public has proof of Commissioner Costaworth's energy, it may be expected that bad odours will disperse, even at the City Hall."

#### REPAIRS TO A WRECKED ENGINE.

The engine which was so badly damaged in the collision on the Ontario & Quebec section of the Canadian Pacific railway near Myrtle a few weeks ago, is now undergoing repairs at the C. P. R. shops in this city, and will be out on the road in a few days. This locomotive is one of the new ones built by Rogers & Co., Paterson, N. J., for the new O. & Q. road. When this engine was overhauled after the collision the body of one of those who were killed was found crushed into the smoke-box and so mangled as to be unrecognizable.

#### THE MICHIE MEMORIAL.

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JULY 14  
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ONTARIO & QUEBEC RAILWAY.

The Opening of the Road Postponed to the  
23rd Instant.

The managers of the Canadian Pacific Railway have decided to postpone the opening of the Ontario & Quebec section of their road till Monday, the 23rd inst., in order to afford themselves an opportunity of applying the fullest test possible as to the substantiality of that part of the road near Kaledar, where the engineering difficulties occurred. The managers express the fullest confidence that these difficulties have been finally overcome, but as such tragedies have often been much more difficult to get rid of on other roads, they are anxious to apply the most powerful tests before sending regular passenger trains over the road. They are now morally certain that no more delays will take place in the opening of the through route, and intend putting on two express trains each way daily between Toronto and Montreal.

July 15  
1884  
GLOBE

## LOCAL NEWS

### COMPLETION OF THE WEST TORONTO STATION.

The carpenters finished up their work at the new station at West Toronto Junction last night; the painters will complete their work to-morrow; and the whole work will be finished by the end of this week.

### THE FREE BAND CONCERT.

The free band concert in the Queen's Park last

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## THE O. & Q. EXTENSION.

Survey of the Line From Smith's Falls to Montreal Completed.

### CONSIDERABLE SAVING IN MILEAGE.

The engineers who were appointed by the Canadian Pacific Railway Company to lay out the route of the new short line extension from Smith's Falls to Montreal have now finished their work. The road as located will run direct from Smith's Falls to a point immediately above Andrewsburg and then cross the Rideau River. From thence it will pass through the township of Oxford, passing about 14 miles south of Kemptville, thence through Mountain and Winchester townships, passing near the village of Chesterville. From there it runs through the townships of Finch and Roxborough, in which latter it passes close to Avondale. Then through Kenyon and Lancaster townships, passing a little south of Loch Garry, and crossing the Provincial boundary one mile south of Dalhousie Mills, and from there running in an almost direct line to Vandrell, where it will cross the Ottawa River. From the Ottawa River the road runs on the survey made from Montreal to that point about a year ago. The whole of the extension will be in almost a direct line from Smith's Falls to Montreal, and this line between Toronto and Montreal will be shorter by several miles than the present Grand Trunk route. Work will be commenced this fall and every effort put forth to complete the road at a very early date.

## THE CREDIT VALLEY EXTENSION.

Route of the New Road to Detroit and the West.

### THE LINE TO BE PUSHED THROUGH.

The survey of the Credit Valley extension has been completed and the line located to Windsor. It has been decided to run the line from Ingersoll instead of Woodstock. Near the station at the former place the road will cross the Great Western line and run thence in an almost direct line to London, thence passing Hyde Park and within three-quarters of a mile of Kincora to a point four miles south of the village of Strathroy, thence through Louisville to Chatham, passing about four miles north of Glencoe. At Chatham a bridge will be built across the River Thames. About four miles west of that town the line will, a second time cross the Great Western track, and passing about 1½ miles from Jeannette's Creek will go nearly direct to Windsor, passing very close to Belle River. The mileage will vary, but little from that of the Great Western. The management of the Canadian Pacific Railway intend commencing operations almost immediately, and will hurry the line through to completion as fast as possible.

### NEW T. G. & B. TIME TABLE.

The New Rules and Regulations to Go Into

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THROUGH SLEEPERS.

The sleepers between Chicago and Toronto, running through without change via St. Thomas, which the Michigan Central and Canadian Pacific put on in May, have proven a great success. It is now announced that the management of the Canadian Pacific Company will, as soon as the necessary arrangements can be made after the opening of the new Canadian Pacific line between Toronto and Smith's Falls in July, extend this valuable system to Ottawa and Montreal.

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JULY 19

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works met last night in their office, York  
Chamber, and passed a number of accounts.  
The Boston Opera Company has been engaged  
to give concerts at Allan's Island Park every  
afternoon this week.

Mrs. Renter, 102 George-street, who was  
severely beaten by one Smith, her landlord, a few  
weeks ago, was discharged from the General Hos-  
pital on Tuesday.

The Treasurer of the Hospital for Sick Chil-  
dren acknowledges with thanks the receipt of \$25,  
a thank-offering from a member of St. James'   
Cathedral congregation.

Yesterday afternoon as the Southern Belle was  
coming into the wharf a small row boat came in  
contact with the paddle-box. The bow of the  
boat was smashed, and the youth who were in it  
narrowly escaped with their lives.

The report published by a contemporary that  
Lamb's blacking factory was badly damaged by  
fire Tuesday is incorrect. The fire was in a pair  
of unoccupied houses near the factory, which,  
however, was not damaged by the flames.

The little three-year-old son of Levi Hyman,  
who was run over by a street car at the foot of  
Berkeley-street on Monday afternoon, is slowly  
recovering. He was found to be very badly  
bruised, but fortunately no bones were broken.

Fanny Cotterville, who resides with her parents  
at No. 3 Seaton-street, and was run over by a  
buggy on Tuesday evening, is not so badly hurt  
as at first supposed. She was able to run about  
yesterday, as usual, but suffered pain in her right  
foot.

The charge brought against Mrs. Driscoll and  
her daughter, upon whom they were sent to Mill-  
ton on Tuesday, proved on investigation to be  
entirely without foundation, and they were im-  
mediately discharged. Action is being taken by  
Mrs. Driscoll and her daughter for damages for  
malicious prosecution.

There are several large holes in the sidewalk on  
the north side of King-street near Yonge, which  
should be attended to by the City Commissioner.  
On the east side of Yonge there is a hole about  
two feet square and two feet deep. Another  
large hole forms a trap for unwary pedestrians a  
few yards west of Yonge.

## CIVIC COMMITTEES.

### Meeting of the Water Works and Property Committees.

### APPROVAL OF PUMPING ENGINE CONTRACT.

#### Investigation of Charges Against Water Works Officials—The Bridle Path Scheme Before the University Senate.

At a meeting of the Water Works Committee  
yesterday afternoon there were present:—Ald.  
Milligan (in the chair), Walker, Harvie,  
Hunter, Barton, Adamson, Sheppard, and Moore.  
The City engineer's report states that 975  
services had been put in this year up to date  
and that four of the new fountains ordered had  
been erected. Also that a new coal house for the  
pumping department, estimated to cost \$6,000,  
was required; carried.

#### PUMPING ENGINE CONTRACT.

The City Solicitor stated that he had submitted  
the contract for the pumping engine to Mr. Creel-  
man, Moore, Inglis & Hunter's solicitors, who

## NORTH TORONTO.

### The New Station Building of the G. P. R.

#### A HANDSOME STONE STRUCTURE.

#### The Freight Sheds and Loading Yard at this Point.

For many years past the growth of the present  
ward of St. Paul, then known as the village of York-  
ville, was retarded by the want of railway accommoda-  
tion. The distance from there to the Union Sta-  
tion is nearly two miles and passengers coming  
down by street cars had to either pay two  
fare or walk from the corner of King and Yonge  
streets. The opening of the Ontario and Quebec  
railway has changed all this, and many passen-  
gers from the city now take the cars up Yonge  
street to their terminus and walk to the extreme  
city limits to catch the train at North Toronto  
station, for Peterboro' and other points. This  
entails on passengers at present a walk  
from Bloor to Cotttingham-street, but that  
is only a temporary matter and as soon  
as the sewer which has been commenced on Yonge  
street is completed, the street cars will run close  
to the new depot of the Canadian Pacific Rail-  
way. A considerable saving of time can be made  
by going to the new station in preference to the  
Union, especially for people living in the central  
or northern parts of the city, as there is a differ-  
ence of nearly half an hour in the time for de-  
parture from the Union and departure from York-  
ville Station. As soon as the line is opened on  
the 23d, passengers east and west will have the  
choice of getting on board either at the extreme  
south or the extreme north of the city.

#### THE NEW STATION BUILDING.

A few hundred feet west of Yonge-street and  
just south of Cotttingham-street, a new stone  
building is being erected, 111 feet long and forty  
feet deep. This, when finished, will be the  
passenger station of the road for North Toronto.  
The structure will be a very handsome one, being  
built of brown Credit Valley stone with grey sand-  
stone trimmings on all windows and door jambs  
and all corners. The rooms inside will  
be eighteen feet high and will consist of a general  
waiting room in the east end 43 x 40 feet; offices  
for agent, operator, and ticket clerks 14 x  
40 ft. ladies' waiting room 24 x 40 ft, and bag-  
gage room 24 x 40 ft. in the west end of the sta-  
tion. The interior work will be very handsomely  
finished, the ceiling frescoed and the furniture  
of the most comfortable if not luxurious designs.  
The upper part of the windows will be of stained  
glass of various colours. There will be four gable  
windows, one facing the track, to enable the  
operator to see up and down the line, one in front  
of the station, and one at each end. The main  
entrance will face a new street which is being  
built from Marlborough-avenue, so as to avoid  
any crossing of the tracks. The platform will be  
18 feet wide and 375 feet long on the north side  
of the station and for 180 feet of its length will  
be covered by a verandah. The whole station will  
be covered by a slate roof so as to prevent any  
possibility of fire. The cost of construction will  
be in the neighbourhood of \$12,000. Mr. G. S.  
McGill, architect, and Mr. H. M.

## TO HORSE GO C B

### THE GREAT VETERINARY

Proposed by J. E. GOMBAD  
of the French Co.  
Has been in prominent  
Military Practice a  
past Twenty

### A SPEEDY POSITI

For Curb-Splint, Swelling,  
Tendon, Founder, Wind, I  
Paroxysms, Thrush, all Infec-  
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other bony tumors, Bone  
Fractures, and many other diseases  
and Cattle. For superior  
in its medicinal effects, new

### WE GUARANTEE

will produce more actual  
of any liniment or sprain

Every bottle of CAUSIS  
warranted to give and  
per bottle. Held by drop  
charges paid, with no

### LAWRENCE, WI HAMILTON

Sole Importers & Proprietors

### AUCTION

### Wholesale Boot and Shoe Business Public

### On Tuesday

At 3 o'clock p.m., on the  
London, Ont., be

### J. C. MERRI

Consisting of a gen-

### Boots and Shoe Leather and Bags

Amounting to about \$150,  
be given later.

The sale will be at a fair  
Inventory price.

An excellent opening  
of unfilled orders now on

The premises can also be

The stock and stock is  
after Saturday, 13th inst.

### WHOLESALE D

### FOR SALE B

JULY 17 1884

operator to run up and down the line, one in front of the station, and one at each end. The main entrance will face a new street which is being built from Marlborough-avenue, so as to avoid any crossing of the tracks. The platform will be 18 feet wide and 375 feet long on the north side of the station and for 120 feet of its length will be covered by a verandah. The whole station will

be covered by a slate roof so as to prevent any possibility of fire. The cost of construction will be in the neighbourhood of \$12,000. Mr. O. S. Boone being the contractor and Mr. H. M. Thayer foreman of the masonry work. At present the business of the station is transacted in a small wooden shed, with a little enclosed room in which Mr. John N. Sutherland, the station agent, keeps his tickets and Mr. J. D. Smith, the operator, works. This, however, will soon be taken down, as the wharf station will be ready for occupation in about a month.

#### THE RAILWAY-HOUSE AND YARD.

On the east side of Yonge-street is a rectangular piece of land 1,630 feet long by 350 wide, which has been purchased by the Company for a freight yard. About the centre of this they have erected a freight-shed 140 feet long and 50 feet wide, with a platform and verandah running along each side. The building is a very substantial frame one, and, like all other buildings on the road, will be painted olive. Every convenience for the transaction of a large freight business is being applied to the buildings, and it has been so constructed as to allow of its being enlarged almost indefinitely if required. The yard is now being laid out, and will at present contain about 12 or 14 loading and unloading tracks, carefully arranged so as to give the greatest accommodation with the least expenditure of space. Mr. W. G. Boone was the contractor for building the freight houses and Mr. G. L. Gilbert, the foreman. The yard is being laid out by the Company's own men, and will be finished and ballasted in another week or two. The Company expect to transact the larger part of their business from the Ontario and Quebec section for the northern and central parts of the city at this point, and possibly some of the business for the southern portions. In addition to the freight-sheds already built there will be some grain warehouses erected on the north side, most of them, however, by private individuals, who will be allowed the use of the Company's land.

#### A WESTERN MAZEPPOA.

An excellent opportunity  
of unfilled orders in  
The premises can  
The stock and all  
after Saturday, 19th

### WHOLESALE FOR SALE

#### In the Matter:

The undersigned  
the store, No. 480  
Wednesday, 22nd  
of the above estate  
dollar rate.

Stock consists of  
medicines, lime,  
articles, and general  
merchandise, amounting  
to about.....  
Furniture and  
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# THE GLOBE TORONTO. THURSDAY, JULY 24, 1884.

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## SHOPS.

### QUEEN'S WHARF YARD.

#### The Alterations and Improvements Now Being Made,

#### The Largest Freight Warehouse in Canada.

#### Splendid Facilities For the Transaction of the Canadian Pacific's Freight Business.

With the lease of the Toronto, Grey, & Bruce Railway for an almost indefinite period of time the Credit Valley, now a section of the Canadian Pacific Railway, acquired some very valuable rights and franchises in the city of Toronto. Besides this they also acquire some exceedingly valuable property in this city. Among the most important of the properties thus acquired was the large piece of land at the Queen's Wharf on part of which had been erected the engine and machine shops of the road, and the remainder of which was used for freight sheds and yard. The amalgamation of these roads with the Canadian Pacific Railway enabled the latter to concentrate the various departments necessary for the business of the road at different points, of the property thus acquired. The engine house and machine shops at Queen's Wharf were removed to Parkdale, and their place is now being occupied for one of the most extensive freight warehouses in Canada. The old building used as an engine house and machine shop has undergone considerable alterations, and is now being fitted up for a fire-proof freight house and offices. The original building, which was

substantially built of brick,  
was 190 feet long and 60 feet wide. An extension is being added to this, 60 feet long, built in the same manner, and the whole will be covered with a slate roof. The inside walls are 20 feet high. A fire-wall will be built at the western end, with iron doors to separate it from the frame shed which have been built as a further addition. The eastern end of the old building is being divided into two storeys, the upper one of which, 28 x 60, will be used for the offices of Mr. M. Upton, freight agent, and his staff of clerks. Outside of this fire-proof building, at its western extremity, a new frame shed 380 feet by 42½ feet has been built and nearly finished. It will be roofed with cement, and like all other C. P. R. buildings be painted a dark olive. In the whole building there will be eight scales for weighing freight, which

### THE SCIENCE OF LIFE ONLY \$1. BY MAIL POSTPAID.



#### KNOW THYSELF.

#### A Great Medical Work on Manhood.

Exhausted Vitality, Nervous and Physical Debility, Premature Decline, or Mental Errors of Youth, and the usual maladies resulting from indiscretions of excess. A book for every man, woman, middle-aged, and old. It contains 123 prescriptions for all acute and chronic diseases, each one of which is invaluable. So found by the Author whose experience for 23 years is such as scarcely never before fell to the lot of any physician. 330 pages, bound in beautiful French marlins, embossed covers, full gilt, guaranteed to be a finer work in every sense—mechanical, literary, and professional—than any other work sold in this country for \$2.00, or the money will be refunded in every instance. Price only \$1 by mail postpaid. Illustrative sample sent. Send now. Gold medal awarded the author by the National Medical Association, to the officers of which he refers.

This Science of Life should be read by the young for instruction, and by the aged for relief. It will benefit all—London Lancet.

There is no member of society to whom this Science of Life will not be useful, whether youth, parent, guardian, invalid, or clergymen—Apostol.

Address the Peabody Medical Institute, or Dr. W. H. Parker, No. 4 Brattle-street, Boston, Mass., who may be consulted on all diseases requiring skill and experience. Chronic and obstinate diseases that have baffled the skill of all other physicians a specialty. Such treated successfully without an

failure. Mention this paper.

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DR. ALNG  
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DR. SULL  
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Brockville—  
Belleville—  
Berlin—  
Brampton—  
Cornwall—  
Cobourg—  
Gatineau—  
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Guelph—

## WAIT FOR THEM.

## OUR TRAVELLERS

Are now on the Road with a Large and  
Complete Range of Our

## Fall Importations

OR



JULY 24 1884

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learning that our government is prepared to grant to Christian parents their right, by providing that "religious instruction" for their children which the law requires. What has been determined we shall in due time be told, and let us hope that it will be satisfactory.

JOHN LAING,  
Dundas, Ont., July 21, 1884.

## THE C.P.R. SHOPS.

### Additions and Improvements Being Made in the City.

### NEW BLACKSMITH AND PAINT SHOPS.

#### The Whole of the Repairs for the Ontario Division to be Made Here.

One of the most important changes which were brought about by the lease of the Toronto, Grey, & Bruce Railway to the Credit Valley Company was the construction of the shops of the two companies at the western extremity of the city, just a few feet from the little village of Parkdale. The facilities which the Credit Valley possessed had to be largely increased in order to afford the accommodation necessary for keeping the rolling stock of the two roads up to the required standard. The practical completion of the Ontario & Quebec, and the merging of the two companies, the Ontario Division of the Canadian Pacific Railway, has compelled the Company to still further increase the accommodation and erect several new and important additions. As will be remembered the old buildings consisted of a small office and store-room, in the rear of which were three oblong buildings, of which the southern one was used for a locomotive repair and machine shop, the one in the centre for a car repair shop, and the northern shop as a paint shop. The paint shop has now been moved some little distance to the northeast, and is being fitted up for offices and store room, for which it is expected to give ample accommodation for some time to come. The offices include a private one for Mr. D. Preston, Mechanical Superintendent of the division, another for the manager and other clerks under him, and a third for the time-keeper. The floor of the store-room is raised sufficiently high to allow heavy barrels or drays to be rolled direct from the waggon or dray in which they have been hauled without any mechanical aid.

In rear of the store-room a new blacksmith shop is being erected of brick, 175 feet long and 50 feet wide, and adapted to contain 18 fire ranged back to back down the centre of the building, and which will constantly require a force of about forty men. The arrangements for the shop are most complete, a large blow pipe being run underground down the centre and connecting with each forge. In the north-east corner of the building the steam hammer, at present in use in the old blacksmith shop, is to be placed. This is what is known as the Naylor steam hammer, and has a striking force equal to ten tons. The present boiler house, which abuts into the machine shop, is to be removed and a new one erected near the blacksmith shop, so as to furnish live steam for the hammer. The old blacksmith shop will be taken down in the course of the next few weeks, or as soon as the new one is completed, and its place will be occupied by a continuation of the round-house circle, with six stalls, to be used in erecting

frame sheds which have been added to the addition. The eastern end of the old building is being divided into two storeys, the upper one of which, 28 x 60, will be used for the offices of F. M. Upton, freight agent, and his staff of clerks. Outside of this fire-proof building, at its western extremity, a new frame shed 388 feet by 42 feet has been built and nearly finished. It will be roofed with cement, and like all other C.P.R. buildings be painted a dark olive. In the whole building there will be eight sets of scales for weighing freight, which can be brought in through twenty-two doors in the wooden part and sixteen in the fire-proof building. On either side of the frame addition a platform eight feet wide, has been constructed. On the south side of the sheds a new roadway has been constructed with a cedar foundation, on which a macadamized road will be built thirty feet wide. South of this will be two loading tracks and further tracks will be run as at present to the old brick warehouse, which will hereafter be used only for bound freight. On the north a track will run alongside the frame addition and a second one outside of that to the fireproof building. Another track will run north of that, and farther north yet a 28 foot roadway is being built, to the north of which is another track which will be used for loading and unloading heavy freight. The yard west of the sheds will be thoroughly reconstructed so as to furnish a maximum of convenience with a minimum of space.

**THE GARRISON CREEK TO BE EXCLOSED.**  
East of the fireproof buildings and running along the whole eastern end of the property is the fool stream flowing through the western part of the city, and receiving a large portion of its sewage, and known as the Garrison Creek. Efforts have been put forth in the past by the Toronto, Grey, & Bruce Railway to enclose the stream in such a manner that the bad odours arising therefrom should cause as little unpleasantness as possible. These efforts were not always successful, as sufficient space was not allowed for times of high water. This is all being remedied. The channel has been deepened, widened, and straightened, and a cul-work is being built on each side of the creek, allowing plenty of space for the passage of water during the time of the highest floods. This will be closed over-head in such a manner as to prevent the escape of noxious gases from the creek, and avoid the dangers arising therefrom. The whole of the work is being done by the Company's men, none of it being under contract, and is in charge of Charles Meckler and John Wanless. It is expected that the new buildings will be ready for occupation in the course of about two weeks, when the whole freight business of the C.P.R. will be transacted at this point.

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Unparalleled Accom  
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Make Direct Connect  
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THROUGH CARS FROM

Through Tickets i  
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E. ST. JOHN, Gen. :

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July 24 1884

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One of the most important changes which were brought about by the lease of the Toronto, Grey, & Bruce Railway to the Credit Valley Company was the construction of the shops of the two companies at the western extremity of the city, just a few feet from the little village of Parkdale. The facilities which the Credit Valley possessed had to be largely increased in order to afford the accommodation necessary for keeping the rolling stock of the two roads up to the required standard. The practical completion of the Ontario & Quebec, and the merging of the three roads into the Ontario Division of the Canadian Pacific Railway, has compelled the Company to still further increase the accommodation and erect several new and important additions. As will be remembered the old buildings consisted of a small office and store-room, in the rear of which were three long buildings, of which the southern one was used for a locomotive repair and machine shop, the one in the centre for a car repair shop, and the northern shop as a paint shop. The paint shop has now been moved some little distance to the north-west, and is being fitted up for offices and store room, for which it is expected to give ample accommodation for some time to come. The offices include a private one for Mr. D. Preston, Mechanical Superintendent of the division, another for the mileage and other clerks under him, and a third for the time-keeper. The floor of the store-room is raised sufficiently high to allow heavy barrels and casks to be rolled direct from the wagons or drays in which they have been hauled without any mechanical aid.

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built, to the north of the track which will be used for loading and unloading heavy freight. The yard west of the shed will be thoroughly reconstructed so as to furnish a maximum of convenience with a minimum of space.

#### THE GARRISON CREEK TO BE REMOVED.

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#### THE GREAT GERMAN REMEDY FOR PAIN.

CURES  
Rheumatism, Neuralgia, Sciatica,  
Lumbago, Backache, Headache, Toothache,  
Sore Throat, Swellings, Sprains, Bruises,  
Burns, Neuralgia, Frost Bites,  
AND ALL OTHER MORBID PAINS AND ACHES,  
caused by Diseases and Disorders everywhere. Very Doctor book  
Directed in 11 Languages.

THE WALTERS & VOGELER CO. Baltimore, Md., U.S.A.

## Streamer Letters

THE GLOBE Printing Com-  
pany offer for sale the balance  
of their large stock of Streamer  
Letters, consisting of two-sheet,  
one-sheet, and half-sheet sizes.

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is completed, and its place will be occupied by a continuation of the round-house circle, with six stalls, to be used as erecting shop for locomotives. With the improved facilities here it is calculated the company will be able to keep 100 locomotives in constant repair. The whole of the shops are being drained with 12-inch tiles to the main sewer on Dufferin-street, and this drain will also be connected with the turn-table, which has heretofore been very inefficiently drained, so much so as frequently to cause serious inconvenience in the winter time. The present roundhouse, which has hitherto been used for all classes of engines on the Credit Valley and Toronto, Grey, and Bruce sections, will shortly be used only for passenger engines and shunters for the entire division, and the freight engines will be removed to the new roundhouse at Toronto Junction. The yard at this point will also be used for passenger shunting only, all city freight being brought to the Queen's Wharf yard and through freight trains made up at the new yard at the junction. South-east of the round-house and close to King-street a new brick paint shop is being built, 170 x 54 feet. In the south end of this a large room is to be fitted up for upholsterer work for the interior fittings of cars. The northern part of the shop will be devoted entirely to painting cars which have been in the shops for repairs. It will contain two tracks, each affording accommodation for two cars, so that four cars can be repainted at the same time. This new shop will be completed by Mr. Henry McFarlane, the contractor for this and the blacksmith's shop, in the course of the next three weeks. The removal of the repair and erecting shops and of the boiler-house from the machine-shop will give the additional room required for machine work and the Canadian Standard to make this the most complete machine shop in the city. At the present time there are 270 men on the pay-roll at the works, 200 of whom are locomotives, but this force will be largely increased through the opening of the Ontario & Quebec Division, and when the additions and alterations are completed there will not be less than 400 men reporting for duty to Mr. Preston's office, by far the larger number of whom will be permanently employed in the shops. All repairs to locomotives and cars on the Ontario & Quebec section, from Toronto to Smith's Falls, 212 miles, the Credit Valley and its branches, 184 miles, and the Toronto, Grey, & Bruce, 190 miles, or a total mileage of 586 miles, will be made at these shops, except, of course, such running repairs as can be made on the road. At the present time there is a large force of men kept constantly at work repainting the cars of the Credit Valley and Toronto, Grey, & Bruce sections with the words "Canadian Pacific Railway." The engines are also being repainted as fast as they come into the shops with C. P. R. and their numbers in bold and rather upright figures on the tender. The manager's idea is having the numbers extremely large so that the number can be seen and verified at a long distance. The numbers are also being painted on the head-lights, that is the numbers of the engine and not of the train, as is the case on some roads. The Company has still some land at their disposal at this point, which will enable them to increase their facilities should it ever become necessary, as it probably will when the extension from Woodstock to Detroit and the tangent from Smith's Falls to Montreal are built.

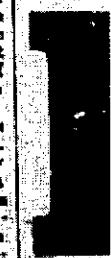
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# THE GLOBE. TORONTO. SATURDAY JULY 26. 1884.

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very little return. His first reported visit was to the house of Mr. Sullivan, 123 Shuter-street. He was heard moving about in the house, and finding the inmates were aroused he ran out, leaving his shoes behind him. Then he went to 3 Femuruk-street, but his operations here were soon detected, and an alarm was raised. The burglar left the house for No. 14 on the same street. Here again he awoke the inmates of the house when he went up-stairs. As before, the lady of the house raised an alarm, and the thief changed his quarters to the house of Mr. Chas. Doherty, 29 Pembridge-street. Even after so many attempts he could not do his work quietly, and was frightened away before securing anything. Nothing was stolen from any of the houses, all of which are on a policeman's beat. An attempt was also made about half-past two o'clock to burglarize the residence of Mr. J. C. Bolton, 221 Ontario-street. An alarm was given by the dog, and the burglar decamped. They had pried cardboard upon one of the panes and then cut the glass with a glazier's diamond.

## IS THE HEALTH OFFICE A SINCURE?

"No work, no pay" wrote to **THE GLOBE**.— "A short while ago the attention of the Medical Health Officer was called through your columns to the neglect of the duties of his office, but without any app-rent effect, and as far as I can learn, little or nothing is done by this department to show that it is of the smallest use for the purpose for which the office was created. Indeed, it was believed at the time that the office was a sinecure, and our experience of to-day goes to confirm that belief. The healthy condition of the city is surely of more consequence to the public than the personal interests of the Medical Officer, and the interests of the former demand the immediate abolishment of his office and the entrusting of his duties to the City Commissioner. A house to house inspection on the principal streets would discover the fact that a large number of basements are badly drained and in an unhealthy condition, and here we are up to the end of July and no such inspection has been made, and yet we are called upon to support a so-called Health Board. Such an office might be turned to good account for the health of the city men, will deny, but under its present management it becomes more of an injury than a benefit, for if such a department were not in existence the work it is supposed to perform would have to be done by others and perhaps satisfactorily. We have too many sinecure-offices in the corporation already, and the sooner the pruning knife is applied to them the better, and especially to the one before us. Let it be "No work, no pay."

## BRIEFS.

There are 120 Hebrew families in Toronto, or about one to every thousand of the population.

The Queen's Own Band will play at the weekly-free concert in the Queen's Park this evening, from 7 till 10 o'clock.

A building permit was issued yesterday to Mr. H. J. Doyle for the erection of a one-story and mansard roof brick dwelling at No. 63 Anne-street, to cost \$1,100.

The monthly meeting of the Board of the X. M. C. A. was held yesterday afternoon. As a number of the members were out of town, there was no business of importance transacted.

The grass on the Don flats at the foot of Carl-

## ONTARIO & QUEBEC RY.

## FIRE AND GAS

### The Difficulty Near Kaladar Finally Overcome.

### DESCRIPTION OF THE SINK-HOLE

### Final Dates of the Opening of the Through Route Announced.

A special train over the Ontario & Quebec Railway arrived at Queen-street junction about three o'clock yesterday afternoon. On board the train were Mr. Geo. Stephen, President; Mr. W. C. Van Horne, Vice-President and General Manager; Mr. T. C. Shaughnessy, Purchasing Agent; Mr. Wm. Whyte, General Superintendent Ontario Division; and other officials of the Canadian Pacific Railway. Mr. Whyte and Mr. Lumsden, Chief Engineer of the road, made a careful inspection of the spot near Kaladar, where the sink-hole which has given so much trouble is located. In conversation with a reporter yesterday Mr. Whyte stated that the most powerful tests had been applied to the sink-hole, and both he and the inspectors were satisfied that the filling in would now stand all the pressure which could be brought to bear on it, and that it was now absolutely safe. It has been decided to run regular freight trains over the road, commencing on Monday next, and on the following Monday to open the line for passenger traffic. It may now be well to state that the spot where the sink-hole is located was covered with a thick growth of large timber, the trees averaging two and a half to three feet in diameter, and the ground was so dry that no danger was apprehended or could be expected by the engineers. The line was completed and ballast and freight trains had been run over it for some days, or rather weeks, when one morning the section hands were astonished to see in the place where the track had stood a pool of fresh, clear water, apparently without bottom. A large gang of men were at once put to work, and hundreds of thousands of feet of timber, and thousands of loads of earth and gravel were dumped into the hole without at first having any apparent effect. The men grew tired and disengaged, but were kept hard at it, and finally a few weeks ago a solid foundation was obtained, and the superstructure stood. It then became only a question of filling up, and this has been completed and the track laid over, and has stood the tests. Nothing now stands in the way of the opening on Monday week, and on that date two through trains will be run each way, and from that date these trains will run daily.

### TELEGRAPHIC AMALGAMATION

### Appointments to the Recom-

### DEFECTS IN FIRE ALARM

The Fire and Gas Company this afternoon. There were (in the chair), Adamson, Champ, Vaughan, Wo-  
Piper. It was decided to print hours when the street is closed for the use of trolley-matters.

In reply to a communication of the Industrial Exhibition allow the local firemen's procession during October. Chief Ardashar remembers that every year the city was subjected to fire breaking.

It was decided to have next meeting of the City Council of the Fire Department.

PARKER'S BENEFIT

At the suggestion of Parker decided to recruit each of the widows or wives of the firemen, John Davis and

The Chairman said \$5,000 to the police force Fund, and he then established for the benefit of the brigade could per cent of their wages at their death there will be a grant from it.

### ADDITIONAL LIGHTS

It was decided to light at the corner of Yonge and Church, Yonge and was also decided to place street where.

A DIRECTIVE FROM THE CHAIRMAN

The Chairman said Gibson, the electrician, plain the irregularities recently. He wanted he was not to blame.

Mr. GIBSON said his boxes were in many places owing to this that wrong alarm. His Committee for this will get it. A supply of 1

The Chairman the get a supply of the necessary repair.

### CONTRACTS FOR

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### THE KALADAR SINKHOLE.

The Branches Made on Tuesday Night Repaired.

The sinkhole at Kaladar showed signs of trouble on Tuesday night. The embankment settled at the east end nearly three feet but then stopped, and men were promptly at work filling up to grade, and the track is now up to grade. A full freight train was run over the road yesterday and the embankment showed no signs of giving way any further, and the Chief Engineer of the Ontario & Quebec is satisfied that no further sinking will take place.

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6 miles, south ; 3 p.m., 3 miles, south.

**AN ENGINE BREAKS LOOSE.**

As the Northern Express was nearing Weston station yesterday, the coupling between the engine and passenger car separated. The driver did not notice what had happened till he ran to the station, about a quarter of a mile distant. Through the prompt action of the brakeman on board the train, the passenger cars were brought to a stop and the engine was re-coupled to the train without any great delay.

**FIRST C. P. R. PASSENGER TRAIN.**

The first Canadian Pacific passenger train running through to Montreal left the Union Station at nine o'clock yesterday. The train was composed of a parlour car, two passenger coaches, and a baggage car. There were a good many passengers. Mr. Wm. Whyte, Superintendent of the Ontario & Quebec division of the Canadian Pacific Railway, was on board. The train reached Montreal about half-past ten o'clock last night.

**QUEEN'S OWN RIFLES.**

An interesting feature of the Queen's Own Rifles annual shooting match on Civic Holiday will be a competition for a challenge cup which has been presented by Mr. John Zimmerman to be contested for by previously named teams of five men each. The number of entries will not be restricted, but each team must be composed of officers, non-commissioned officers, or privates at present in the regiment or of ex-members of the Queen's Own. The winning team will be en-

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**SEEN FROM THE CARS.**

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**The Country Traversed by the Ontario  
and Quebec.**

**SPLENDID COUNTRY TO PETERBORO'**

**The Fertile Farms and Substantial Build-  
ings on the Route.**

**A LESS FERTILE COUNTRY BEYOND.**

**Delightful Scenery Round Sharbot Lake  
and Other Points.**

If variety of country makes a pleasant railway trip, the country traversed by the new Ontario & Quebec Railway certainly presents enough of it. There is every variety from bare ugly rocks and mountains to smiling valleys and well cultivated farms to be seen. The early part of the ride along the O. & Q. is delightful. Leaving North Toronto the train passes over four viaducts placed on high steel trestles, and crossing deep gullies or ravines traversed by tributaries of the Don. One of these is 300, the second 370, the third 810, and the fourth 930 feet wide. The streams winding through these gullies or gorges wooded on each side with cedar, poplar, elm, and other trees afford opportunities for artists to immortalize themselves. The scenery is grand, and between these glens field after field, covered with crops, or iron which the farmer has just gathered a plentiful harvest are seen. The soil is good, and has this year amply repaid the husbandman for the toil and labour of preparing the ground and sowing the seed. Directly after passing the fourth viaduct the rails are laid over a deep fill over a mile and an eighth or exactly 8,000 feet in length, and then the Midland Railway is crossed by a bridge and the pretty village of Ayr is reached. For a long stretch on either side of the line the land is nearly all under cultivation, and as far as the eye can see.

**SUBSTANTIAL AND COMFORTABLE FARM HOUSES**, and commodious barns are seen. After passing Ayr the road runs through the orchard of the Reesor family—the first of the Mennonites who settled in Ontario. Their farm is one of the best cultivated along the road, and their dwelling a really tasteful structure. Further on one of the disciples of Oscar Wilde has planted sunflowers along the bank of the railway. Occasional patches of woodland are seen sometimes on one side and sometimes on the other of the track, but there is probably little more than suffices for the wants of the inhabitants for firewood and building purposes. Only one saw mill can be seen for a distance of many miles. Near Green River some of the land has as yet been only partially cleared, though the latter portion is under excellent cultivation, and evidently producing abundant harvests. The old log cabins in which the early settlers took up their abode when they commenced the task of

enable of producing large grain crop, and an elevator is now nearly completed on the lake shore. For a few miles the road runs through a belt of good farms, only, however, to become more dreary, desolate, and forsaken than ever. For miles round Sheffield, the only other structure except the station building, is a miserable log hut far away from the rest of the world. Passing along by rocks and boulders through cedar swamps the

RAIL MOUNTAINS COME INTO VIEW, and bold they are, hardly a sign of vegetation, and even the thinnest reeds to thrive. At last a clearing is seen, a little patch about two perches in extent, on which a little girl about ten years old was making hay, and near that is a poor little hut, but no other human being is visible, and the only other living thing is a miserable cow, who follows the train as it rushes along towards Kaladar, near which a man has been engaged for two years in erecting a saw-mill, and has not yet got the roof on, and no one can divine where he expects to stock it from. Kaladar is reached, and though the country near the road has not improved there is quite an extensive settlement round Flinton five miles away on the Addington road. About a mile and a quarter east of Kaladar is the now celebrated sinkhole which for so long defied the efforts of the builders of the road. The traveler wonders how such a small place as that could have caused so much trouble, surrounded by rocks on every side and only about 300 feet long. The upheaval, of which so much has been said, has not been great, and the depression in the line can hardly be felt or observed. No farms appear till within four miles of Arden, when they begin to dot the landscape, but are still stony and rocky and fit for but grazing. After crossing the Salmon River quite an extensive village is seen, with a town hall and other good buildings. This is Arden, and one mile east of it is Clear Lake, a beautiful piece of water with wooded slopes running down to the shore. The farms again become scattered after passing Mountain Grove, and the country continues rocky and uninteresting until the first glimpse of Sharbot Lake is seen when some

**BEAUTIFUL VIEWS** strike the eye. The lake contains nearly a hundred large and small islands, all of them more or less wooded, and which are beginning to be quite favourite resorts for the fishermen and tourists. At the station the Kingston and Peterborough Railway is crossed, and as that is left behind, the scenery becomes romantic and beautiful. Mud Lake is passed, the Fall River crossed, and farms once more appear to become plentiful when Maberley is passed, round which village some good grazing lands, and as the train approaches Bathurst the country becomes better, farms are more frequently seen, and the buildings show signs of their owners' prosperity. This land indeed approaches in quality that between Toronto and Peterborough, though the thistles is here absorbing too much of the soil. About three miles from Perth is the prosperous village of Glen Tay, with its large woollen mill, and thence through the remainder of the trip through the thriving town of Perth the land is all good. Perth is an extensive town founded by old soldiers who in 1812 received grants from the Government of extensive tracts of land. The bridges over the Tay are solid stone structures, and the schools and public buildings are handsomely substantial. The town has a happy, prosperous appearance, and the roads in the neighbourhood are all well built. Here the new road ends, although the Ontario division reaches twelve miles farther to the lively and busy little town of Smith's Falls.

**AMUSEMENTS.**

**ROYAL CANADIAN YACHT CLUB**

**ANNUAL REGATTA,  
SEPTEMBER 6TH, 1884**

**FIRST-CLASS.**

For yachts of 12 tons and over.	Champion Flag and \$1
1st prize.....	Champion Flag and \$1
2nd prize.....	
3rd prize.....	

This race is open to all comers.

In addition to the above the Challenge Cup presented by H. R. H. the Prince of Wales, and the Anderson Cup, will be awarded to the winning yacht belonging to the R. C. Y. C.

Start at 10:30 a.m.

**SECOND-CLASS.**

For yachts of 7 tons, and not exceeding 12 tons.	\$1
1st prize.....	\$1
2nd prize.....	
3rd prize.....	

Start at 11 a.m.

**THIRD-CLASS.**

For yachts not exceeding 7 tons.	\$1
1st prize.....	\$1
2nd prize.....	
3rd prize.....	

Start at 1:15 p.m.

**SAILING CANOE RACE.**

1st prize.....	\$1
2nd prize.....	
3rd prize.....	

Start at 2:30 p.m.

Entrance fees—1st-class \$10, 2nd-class \$6, 3rd-class \$3, canoes \$2.

The second prize will be withheld unless four boats start, and the third unless five start.

Entrances to be made with the Ass't. Secretary 24 hours previous to noon of the day of the race. The course will be given on the day of the race. Yachts of a lower class may enter in a higher, the minimum tonnage of the higher class. Races to be under the rules of The Lake Yacht Racing Association, with the exception that schooners and yawls will be reckoned for ten nautical miles, according to the rules of the R.C.Y.C.

The Sailing Committee reserve the right of altering any of the arrangements or regulations.

The Regatta Dinner will be held at the City House on Sept. 5th, at 7 p.m.

Further particulars can be obtained on application to

H. J. GRASSETT,

Hon. Sec., or to

O. L. SPENCER,

Ass't. Sec.

**GET COOL.**

A select Moonlight Excursion per 5  
Boats will leave Geddes' Wharf,  
foot of Yonge-street, at 8:30 p.m., sailing at Queen's  
Wharf on

**WEDNESDAY, AUG. 21.**

Three hours' sail. Band in attendance. Fare:  
J. ABRAHAMSON, Agent

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madows, while the grain fields are covered with crops already ripe for the harvest, or from which the crops have already been taken. Some few fields have already been ploughed and harrowed preparatory to planting the fall crop. On through deep cuts or extensive flats, from the latter of which extensive views of the surrounding country can be observed, with large brick school house, and in some cases almost palatial farm houses, and then comes Cavatville, a village of some pretensions, and where new buildings are now going up. The farmers in the neighbourhood have already discarded the old logy notion that any dwelling is good enough for the tiller of the soil, and has begun to exhibit touches of aestheticism in the erection of his mansion. There is every evidence of prosperity in the country, the soil is good and well cultivated, and the inhabitants look healthy and prosperous. Here and there, however, there is a farmer who has not yet realized the necessity of extirpating that terrible pest—the Canada thistle—which blooms luxuriantly in many fields, and the seed of which is whirled along by the motion of the train, only to become a nuisance to his more careful neighbour. This is more especially the case near the

ROSPHUS ROWS OF PETERBOROUGH,  
which is next reached, and where a large and handsome station is now being erected. The Otonabee River is crossed near the station on a bridge of four spans, two 120 feet long, and two 100 feet. Passing Peterborough the crops appear not to be so far advanced as west of that town, though they show signs of just as ample returns when harvest time comes round. Near Indian River the land becomes rather stony, but after crossing that stream the appearance improves somewhat for a while, only to become worse until the west branch of the Otonabee River is crossed when good grazing and cultivation is seen once more, continuing until another branch is passed. At this latter point another station is being erected and already well under way. After passing this point and Harrold, where the through freight yard is being laid out, the land becomes stony again, indeed as much so that the wire fence which has been put up on either side of the track has had to be strung on double posts held together by a cross tie, and looking very much like a capital A. For a long distance these features prevail, with here and there

SMALL STRETCHES OF FAIRLY GOOD LAND, on which fence posts can be driven, and which have been cultivated by enterprising farmers. At Blairton the abandoned track of the Blairton branch of the Cobourg and Marmora Railways is crossed and then the farms become more and more scattered, and the land rocky rather than stony, and the journey through cedar swamps and wretchedly poor country becomes dull and monotonous. There appear to be no redeeming features. The Crow River is crossed, the Central Ontario Railway crossing passed, and no better land appears, though occasional clearings are seen where the farmer has evidently done his best to fight against the natural disadvantages under which he labours. The Belleville and North Hastings Railway is crossed, and soon after White Lake is seen, one of the interesting features of the landscape. A few sturdy old farms are seen before Tweed is reached, but they are largely overgrown with Canadian firs. The village of Tweed is, however, of the prettiest little places in Ontario, situated on the shore of Lake St. Croix, and the banks of the Moira River. The river divides the limestone from the red granite formation, and throughout the valley little farms may be seen

## KNOW THYSELF

### A Great Medical

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Lancet will not be useful, a  
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Address the Peabody  
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Generalized on all diseases  
Chronic and malignant &  
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treated successfully with  
failure. Mention this

AUGUST 20  
1884

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## "KING ED EXCURSION

will run from all points  
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Trains leave Toronto  
only \$1, good for four

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beginning Thursday  
trip daily, leaving 1  
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the pretty village of Agincourt is reached. For a long stretch on either side of the line the land is nearly all under cultivation, and as far as the eye can see

**STANGLAND AND COMFORTABLE FARM HOUSES**  
and commodious barns are seen. After passing Agincourt the road runs through the orchard of the Hesler family—the first of the Mennonites who settled in Ontario. Their farm is one of the best cultivated along the road; and their dwelling a really tasteful structure. Further on one of the disciples of Oscar Wilde has planted sunflowers along the bank of the railway. Occasional patches of woodland are seen sometimes on one side and sometimes on the other of the track, but there is probably little more than sufficient for the wants of the inhabitants for firewood and building purposes. Only one saw-mill can be seen for a distance of many miles. Near Green River some of the land has as yet been only partially cleared, though the larger portion is under excellent cultivation, and evidently producing abundant harvests. The old log cabins in which the early settlers took up their abode when they commenced the task of taming the wilderness, have disappeared, and large, handsome frame and brick buildings are taking their place, and only a few of the old shanties are left. Before reaching Clarence a wooden bridge crosses the track, but which cannot be used, as the farmer who undertook the task of building the approaches on condition of the company erecting the bridge, has as yet failed to do so. The village of Clarence

#### STRONGHOLD BY AS GOOD

farms as can be found in Ontario, and has already proved a source of revenue to the railway company, and the latter are now erecting massive cattle sheds for the accommodation of the neighbourhood. The Whitchurch and Port Perry branch of the Midland passes underneath the road, and soon after the village of Myrtle is seen and passed, and a glimpse of Lake Ontario is caught, with miles upon miles of farms dotted along the landscape between the track and the shore, while to the north the same prosperous features are seen, and soon after the Oshawa and Port Perry road passes high overhead. The land becomes somewhat more rolling, and a little farther on even somewhat hilly, while the beautiful glens with trickling streams seem to call on the traveller to refresh himself in the cool shades below, and after a while a belt of land a mile wide is traversed which has appeared comparatively valueless, and as yet has undergone no improvement, but on either side of the belt are good farms and fields covered with grain, grass, and roots, and which produce plentiful crops. This continues till after Burketon is reached, and then some woodland is passed through, and good clearings are shortly after seen. Here is the

**HEIGHT OF LAND AND THE TRACKS**  
are running over a road 846 feet above Lake Ontario. At Pontypool, the next station, a large grain elevator is being erected by a spirited dealer who understands the resources of the country and is anxious to avail himself of the facilities afforded by the new road. A few pine trees are seen here, and some good hardwood, but generally little can be seen but good farming land. Down grade, the road now runs past a flag station called Manvers, with a water tank as the only structure to represent the Company, and soon after the traveller sees the drain line of the Midland below him. Some very fine cattle can be seen grazing in the meadows, while the grain fields are covered with crops already ripe for the harvester, from which the crops have already been taken. Some few fields have already been ploughed and harrowed preparatory to planting the fall crop. On through deep cuts or extensive fills, from the latter of which extensive views of the surrounding country can be observed, with large brick school-

and farms once more appear to become plentiful when Malton is passed, round which village some good grazing land, and as the train approaches Bathurst the country becomes better, farms are more frequently seen, and the buildings show signs of their owners' prosperity. This land indeed approaches in quality that between Toronto and Peterborough, though the thistle is here absorbing too much of the soil. About three miles from Perth is the prosperous village of Glen Tay, with its large woollen mill, and thence through the remainder of the trip through the thriving town of Perth the land is all good. Perth is an extensive town, founded by red soldiers who in 1812 received grants from the Government of extensive tracts of land. The bridges over the Tay are solid stone structures, and the schools and public buildings are handsome and substantial. The town has a happy prosperous appearance, and the roads in the neighbourhood are all well built. Here the new road ends, although the Ontario division reaches twelve miles further to the lively and lovely town of Smith's Falls.

#### HELLMUTH LADIES' COLLEGE

The authorities of the institution are making arrangements for an exceptionally great variety of the highest facilities for the next school year, which opens September 18th. The college was founded in 1869 by the Right Rev. Bishop Hellmuth in order to secure for young ladies the highest and most practically useful education, laid upon the foundation of sound Protestant principles; and the institution has been carried on ever since upon that basis. The literary department is thoroughly equipped, and the French language is taught colloquially, being the spoken language of the college. The musical department is under the directorship of W. Waugh Launder, a specially honoured pupil of the celebrated Abbé Liszt. A vocalist of European reputation resides in the college, and for organ instruction exceptional privileges are afforded. The art school embraces all the studies of the present day. Not only the severer departments of painting are taught, but also the popular decorative work on plush, china, etc. Modelling, wood-carving, and repoussé work are provided for also. Riding, tennis, and other out-door exercises are encouraged.

Two of the Vienna papers profess to know the real reason why Lord Northbrook is going to Egypt. The *Topkapi* says, "His title is written 'High Commissioner,' but it spells Viceroy, a fact from which it is not necessary to draw the consequences."

The early use of Dr. Pierce's Extract of Smart-Weed breaks up colds, fevers, and inflammations.

It appears from Gen. Benjamin F. Butler's return to the assessors of Lowell, Mass., that his annual income from his profession is \$100,000. His yacht *America* and his horses are valued at \$30,000, and his real estate in Lowell at \$60,500.

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A Great Medical Work on Manhood

Exhausted Vitality, Nervous and Physical Debility, premature Decline in Man, Effects of Truth, and the earliest effects resulting from Inflammation or Disease. A book for every man, young, middle-aged, and old. It contains

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log cabin in which the early settlers took up their abode when they commenced the task of reducing the wilderness to happy, thriving farms are disappearing, and large, handsome frame and brick buildings are taking their place, and only a few of the old shanties are left. Before reaching Claremont a wooden bridge crosses the track, but which cannot be used, as the farmer who undertook the task of building the approaches on condition of the company erecting the bridge, has as yet failed to do so. The village of Claremont is

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Exhausted Vitality, Nervous and Physical Debility, mature Disease, a Man, Farmer of Youth, and the maladies resulting from Indolence or excesses. A for every man, young, middle-aged, and old. It contains prescriptions for all acute and chronic diseases, one of which is invaluable. No friend by the Author's experience for 25 years is such as probably never fails to the lot of any physician. 300 pages, bound  
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consulted on all diseases requiring skill and exper-  
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treated successfully without an

AUGUST

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GADBE

August 20, 1884

THE GLOBE TORONTO. WEDNES

BE. SEEN FROM THE CARS.

The Country Traversed by the Ontario and Quebec.

SPLENDID COUNTRY TO PETERBORO'

The Fertile Farms and Substantial Build-  
ings on the Route.

A LESS FERTILE COUNTRY BEYOND.

Delightful Scenery Round Sharbot Lake  
and Other Points.

If variety of scenery makes a pleasant railway trip, the country traversed by the new Ontario & Quebec Railway certainly presents enough of it. There is every variety from bare ugly rocks and mountains to smiling valleys and well cultivated farms to be seen. The early part of the ride along the O. & Q. is delightful. Leaving North Toronto the train passes over four viaducts placed on high steel trusses, and crossing deep gullies or ravines traversed by tributaries of the D.m. One of these is 390, the second 370, the third 810, and the fourth 930 feet wide. The streams winding through these gullies or glens wooded on each side with cedar, poplar, elm, and other trees afford opportunities for artists to immortalize themselves. The scenery is grand, and between these glens field after field, covered with crops, or from which the farmer has just gathered a plentiful harvest are seen. The soil is good, and has this year amply repaid the husbandman for the toil and labour of preparing the ground and sowing the seed. Directly after passing the fourth viaduct the rails are laid over a deep fill over a mile and an eighth or exactly 6,000 feet in length, and then the Midland Railway is crossed by a bridge and the pretty village of Agincourt is reached. For a long stretch on either side of the line the land is nearly all under cultivation, and as far as the eye can see

STANSLAL AND COMFORTABLE FARM HOUSES and commodious barns are seen. After passing Agincourt the road runs through the orchard of the Keesor family—the first of the Mennonites who settled in Ontario. Their farm is one of the best cultivated along the road, and their dwelling a really tasteful structure. Further on one of the disciples of Oscar Wilde has planted sunflowers along the bank of the railway. Occasional patches of woodland are seen sometimes on one side and sometimes on the other of the track, but there is probably little more than suffices for the wants of the inhabitants for firewood and building purposes. Only one saw mill can be seen for a distance of many miles. Near Green River some of the land has as yet been only partially cleared, though the larger portion is under excellent cultivation, and evidently producing abundant harvests. The old log cabins in which the early settlers took up their abode when they commenced the task of retouching the wilderness to happy, smiling farms are disappearing, and large, handsome frame and

capable of producing large grain crops, and an elevator is now nearly completed on the lake shore. For a few miles the road runs through a belt of good farms, only, however, to become more dreary, desolate, and forsaken than before. For miles round Sheffield, the only other structure except the station building, is a miserable log hut far away from the rest of the world. Passing along by rocks and boulders through cedar swampy the

Bald Mountains come into view,

and bald they are, hardly a sign of vegetation, and even the thistle refuses to thrive. At last a clearing is seen, a little patch about two perches in extent, on which a little girl about ten years old is making hay, and near that is a poor little hut, but no other human being is visible, and the only other living thing is a miserable cur, who follows the train as it rushes along towards Kaladar, near which a man has been engaged for two years in erecting a saw-mill, and has not yet got the roof on, and no one can divine where he expects to stock it from. Kaladar is reached, and though the country near the road has not improved there is quite an extensive settlement round Flinton five miles away on the Addington road. About a mile and a quarter east of Kaladar is the now celebrated sinkhole which for so long defied the efforts of the builders of the road. The traveller wonders how such a small place as that could have caused so much trouble, surrounded by rocks on every side and, only about 300 feet long. The upheaval, of which so much has been said, has not been great, and the depression on the line can hardly be felt or observed. No farms appear till within four miles of Arden, when they begin to dot the landscape, but are still stony and rocky and fit for little but grazing. After crossing the Salmon River quite an extensive village is seen, with a town hall and other good buildings. This is Arden, and one mile east of it is Clear Lake, a beautiful piece of water with wooded slopes running down to the shore. The farms again become scattered after passing Mountain Grove, and the country continues rocky and uninteresting until the first glimpse of Sharbot Lake is seen, when some

BEAUTIFUL VIEWS

strike the eye. The lake contains nearly a hundred large and small islands, all of them more or less wooded, and which are beginning to be quite favourite resorts for the fishermen and tourists. At the station the Kingston and Pembroke Railway is crossed, and as that is left behind, the scenery becomes romantic and beautiful. Mud Lake is passed, the Fall River crossed, and farms once more appear to become plentiful when Maberley is passed, round which village some good grazing land, and as the train approaches Bathurst the country becomes better, farms are more frequently seen, and the buildings show signs of their owners' prosperity. This land indeed approaches in quality that between Toronto and Peterboro', though the thistle is here absorbing too much of the soil. About three miles from Perth is the prosperous village of Glen Tay, with its large woollen mill, and thence through the remainder of the trip through the thriving town of Perth the land is all good. Perth is an extensive town founded by old soldiers who in 1812 received grants from the Government of extensive tracts of land. The bridges over the Tay are solid stone structures, and the schools and public buildings are handsome and substantial. The town has a happy prosperous appearance, and the roads in the neighbourhood are all well built. Here the new road ends, although the Ontario division reaches twelve miles farther to the lively and lovely little town of Smith's Falls.

HELLMUTH LADIES' COLLEGE.

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PROSPEROUS TOWNS OF PETERBORO', which is next reached, and where a large and handsome station is now being erected. The Otonabee River is crossed near the station on a bridge of four spans, two 120 feet long, and two 100 feet. Passing Peterboro' the crops appear not to be so far advanced as west of that town, though they show signs of just as ample returns when harvest time comes round. Near Indian River the land becomes rather stony, but after crossing that stream the appearance improves somewhat for a while, only to become worse until the west branch of the Ouse River is crossed, when good grazing and arable land is seen once more, continuing until after Norwood is passed. At this latter point another grain elevator is being erected and already well under way. After passing this point and Havelock, where the through

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The Scien instruction, a all.—London. There is no Lure will not instructor, or Address th Parker, No. 4 consulted on Chronic and of all other treated succ of failure. M

#### Rev.

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August 26  
1884  
Globe

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SMALL STRETCHES OF FAIRLY GOOD LAND, on which fence posts can be driven, and which have been cultivated by enterprising farmers. At Blairton the abandoned track of the Blairton the abandoned track of the Blairton branch of the Cobourg and Marmora Railway is crossed and then the farms become more and more scattered, and the land rocky rather than stony, and the journey through cedar swamps and wretchedly poor country becomes dull and monotonous. There appear to be no redeeming features. The Crow River is crossed, the Central Ontario Railway crossing passed, and no better land appears, though occasional clearings are seen where the farmer has evidently done his best to fight against the natural disadvantages under which he labours. The Belleville and North Hastings Railway is crossed, and soon after White Lake is seen one of the redeeming features of the landscape. A few pretty good farms are seen before Tweed is reached, but they are largely overgrown with Canada Thistle. The village of Tweed is, however, of the prettiest little places in Ontario, situated on the shore of Lake Stoco, and the banks of the Moira River. The river divides the limestone from the red granite formation, and through its valley fertile farms may be seen

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August 29, 1884

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## CANADIAN PACIFIC RAILWAY.

Return of Vice-President Van Horne  
From His Trip.

### SUCCESS OF THE EXPERIMENTAL FARMS.

A special party consisting of W. C. Van Horne, Vice President and General Manager Canadian Pacific Railway; Col. J. S. Sibbald, New York; R. H. McLean, of McLean & Halston, Wall-street brokers; Mr. McKenzie, of Manchester, England; Mr. Aitken, of Mull, Scotland; William Cassels, and others arrived in the city yesterday morning over the T., G., & B. section of the Canadian Pacific Railway. Most of the party had accompanied Mr. Duncan McIntyre on his trip to the Rockies and had returned with him as far as Winnipeg, when Mr. McIntyre proceeded to Montreal via New York. In conversation with a representative of THE GLOBE yesterday Mr. Van Horne stated that the crops along the line of the road were everywhere looking well, and the probabilities he had outlined of a seven million bushel surplus for exportation would be fully realized and possibly the surplus might be greater than that. The experimental farms had proved a much greater success than had been anticipated, and the ten farms of from forty to fifty acres each had proved of greater value than even the most sanguine had expected, and had already sufficiently disproved the statements which had been made about the aridness of the region through which the line passed, and harvesting throughout the North-West was nearly completed, and in every case the crops had been collected in good shape and the grain was in all cases of excellent quality. A large number of visitors had traversed the line and had all expressed themselves as delighted with the country through which the road passed and with the wonderful progress which had been made. The Company had found that the Rocky Mountain section was not nearly so difficult of construction as had been expected, and the probability was that the estimates made would be found to be much in excess of the actual cost, and at the present time there is only a distance of 271 miles between Stephen and Kamloops, on which track has not been laid, the line having been completed ten miles west of the former place, and construction gangs are now working east and west from both points. The party had had a pleasant trip down the lake, and through Georgian Bay to Owen Sound on the steamer Alberta. The whole party left Toronto last night on the C. P. R. express for Montreal, the official car "Metapedia" having been sent up with Mr. Shaughnessy, Assistant General Manager, on board, to take them back.

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## THE UNION STATION.

### The Large Number of Passenger Trains Handled Daily.

There are now ninety-four passenger trains arriving at or departing from the Union Station every day between the hours of 5 a.m. and 11:15 p.m., or one every twelve minutes during the day. The early train, however, is THE GLOBE train, and can hardly be classed as a regular passenger, and the first regular passenger train does not leave till two hours later, thus leaving only sixteen hours and fifteen minutes for the other ninety-three or one in every ten and two-thirds minutes. Of these six trains leave for the East on the Grand Trunk proper, and the same number arrive from the East. Five leave for the West over the Grand Trunk main line and five arrive from the West. Twelve trains leave for the Great Western Division, and the same number arrive from that division. Four arrive and the same number depart over the Midland division. Three trains each way over the Northern & North-Western Railway call on the outside of the station. Three each leave over the Credit Valley and Ontario & Quebec sections of the Canadian Pacific Railway, and three each arrive over the same sections. Two trains each way are run over the Toronto, Grey, & Bruce section of the same road. This makes seventy-six trains, the other eighteen consisting of the empty trains on the Canadian Pacific, which are either backed into or out of the station from or to Parkdale, and similar trains from and to Brook-street. Besides these are a regular service of suburban trains running between Toronto and York, and numbering about ten in all, making the whole number about one hundred and four to be handled daily.

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Globe August 25, 1884

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## C. P. R. LOCAL CONNECTIONS.

Sir,—Allow me to draw the attention of the public and the authorities of the C. P. R. to the present serious inconvenience of the new time-table to the travelling public. First, the connection at Church's Falls for Elora, Ionia and to Orangeville. Take the 6:30 a.m. train, leaving the latter place, and you arrive at Church's Falls at 6:50 a.m., when the brakeman calls out, "Change 'Boro for Erin, Hillsburg, Fergus, and Elora," and you change from the cars to the station, there to wait two hours and forty minutes. This has been the case for a considerable time; formerly a train was run from Orangeville to meet the train from Toronto and take passengers on the Elora branch without waiting. But by the late table, as though the discontinuance of this through train from Orangeville did not inflict sufficient punishment upon the travelling public—they have discontinued the train leaving Church's Falls at 4:20 p.m. for Orangeville, and allow passengers from Elora and intermediate stations to wait until the arrival of the train from Toronto at 7:00 p.m., thus causing a delay of 3 hours 44 minutes. Take for instance a journey from Orangeville to Fergus, and adding together the delays of a.m. and p.m., you have 5 hours and 54 minutes. This brings the travelling public to that point where punctuality ceases to be a virtue. Nor is it the public alone who are suffering from this change. The inhabitants of Church's Falls, Erin, etc., cannot take, as was their wont, the 4:20 p.m. train to Orangeville, buy their goods and return, but if determined to go must spend the whole day, which sooner than do they stay at home, thus injuring the Orangeville merchants, and decreasing the receipts of the C. P. R. In fact, the whole arrangement is most unsatisfactory to all concerned, even the train hands preferring to run to Orangeville and back as formerly to remaining at Church's Falls inactive. I would also draw your attention to Cardwell Junction, a most important point of connection to the people in this district, which by the same incommending table has been entirely disarranged. Travelling north or south on the N. & N. W., no connection with the T. G., & B. Division of the C. P. R. is possible without a delay of two and a-half hours in the morning. While travelling north or south on the T. G., & B. to connect with the H. & N. W. a delay of several hours is the result. Another result is that the traffic from the North of this junction to Toronto is diverted to Georgetown, and, of course, is a loss to the C. P. P. The late table was a satisfactory one, but it forcibly strikes people acquainted with this section of the country, that the new table has been compiled by those ignorant of our wants. We certainly expected when we got the C. P. R. to have as great, if not greater facilities than before, but in this table we are disappointed. Hoping that the pointing out of these serious defects will ensure their remedy, and thanking you for your valuable space, I enclose my card, and remain,

A CONSTANT TRAVELLER.  
Orangeville, Aug. 28.

GOOD ENGLISH SPELLING.

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#### THE PARKDALE SUBWAY.

The workmen are now engaged on the last portion of this work, namely, that under the Credit Valley track. The abutments under the track will probably be commenced next week, and it is expected that the whole work will be finished in six weeks. The Grand Trunk, Northern, and Toronto, Grey, & Bruce Railways have handsome iron bridges over the subway.

#### TEMPERATURE.

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about four hundred, and the grand jury  
consisted of six Pullman cars and as many first-class carriages. All were crowded.

**ONTARIO & QUEBEC RAILWAY V. TAYLOR.**

Judgment was given yesterday by Judge Cameron in the case of the O. & Q. Railway against Taylor. The matter in dispute, which was the amount of injury done to the property of the defendants by the passage of the railway through their land, was referred to the same arbitrators who originally passed upon the subject, with directions as to the basis on which the amount of compensation due Messrs. Taylor for their expropriated lands is to be calculated. The arbitrators were Mr. William Tyrrell, for Messrs. Taylor; Judge Kingsmill, for the Railway Company; and James Tilt, Q.C., umpire. Their decision was unanimous, and was appealed against by the railway. The matter has been in dispute for more than a year.

**RUNAWAY IN A CROWDED STREET.**

The Salvation Army procession frightened a horse attached to an empty buggy Monday night at

September 3, 1884  
Globe

TO. SATURDAY. SEPTEMBER 6, 1884.

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CANADIAN PACIFIC RAILWAY.

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UNSUCCESSFUL ARREARS OF TAXES IN THE

WESTERN JUDICIAL DISTRICT.

Notice is hereby given that all Arrears of Taxes for the years 1881, 1882, and 1883 within the Western Judicial District of Manitoba, comprising Townships 1 to 44, ranges 17 to 29 inclusive, the city of Brandon only excepted, are payable to the District Treasurer, Lawrence Buchan, Brandon, who is duly authorized to receive the same and grant receipts therefor, and from whom all information as to amounts and particulars of the same can be obtained on application. Property owners within the limits of the District will save future expense by paying the amount of arrears to the District Treasurer at an early date. By order of the Western Judicial District Board.  
LAURENCE BUCHAN,  
District Treasurer.

Brandon, August 1st, 1884.

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**Steamer Letters**

**BICYCLE RACES!**

**NO-DAY**

THE GLOBE Printing Com-

Grand Dominion Exhibition at Montreal  
5th to 13th September, 1884.

Cheap Excursion to

MONTRÉAL AND RETURN.

From Toronto and stations east thereof; single fare 9<sup>th</sup> to 12<sup>th</sup> September, and one fare and a third 5<sup>th</sup> to 8<sup>th</sup> September.

On Thursday, 11th September, a special excursion will be run from

Toronto to Montreal and return at \$7.00. Other stations at correspondingly low rates.

Tickets good to go by regular trains.

All tickets good to return until 15<sup>th</sup> Sept., 1884.

D. McCULLAGH, W. C. VAN HORNE,  
Gen. Pass. Agent. Vice-President.

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**CANADIAN PACIFIC RAILWAY ONLY.  
DIVISION.**

**MAIN LINE.**

Depart—(All trains except mixed arrive and depart from the Union Station).

Going West—St. Louis Express at 7:30 a.m.; Pacific Express, 1:05 p.m.; Express, 4:30 p.m.; Mixed (leave Parkdale Station) 1 a.m.

Going East—Limited Express, 9 a.m.; Express (for Norwood and intermediate points), 4:20 p.m.; Montreal Express, 7:40 p.m.

Arrive—From the East—Pacific Express, 9:15 a.m.; Express (from Norwood and intermediate stations), 10:35 a.m.; Toronto Express, 10:30 p.m.

From the West—Limited Express, 9:30 a.m.; Express, 3:45 p.m.; Montreal Express, 7:30 p.m.; Mixed, arrive at Parkdale at 1:45 a.m.

Montreal & Pacific Express between Montreal and Toronto. Run every day, including Sunday.

**OWEN SOUND BRANCH.**

Depart—Mixed, from Parkdale at 8:15 a.m.; Mail and Steamship Express, 9:40 a.m.; Express, 5 p.m. Arrive—Express at 1 p.m.; Mixed (at Parkdale) at 6:50 p.m.; Mail, 10:30 p.m.

**ORANGEVILLE AND KLORA BRANCHES.**

Depart—Mail, 7:10 a.m.; Express, 4:50 p.m. Arrive—Express, 9:20 a.m.; Mail, 7 p.m.

**TREEWATER BRANCH.**

Depart—Mail, 7:10 a.m.; Express, 5 p.m. Arrive—Express, 1:05 p.m.; Mail, 10:30 p.m.

**STEAMBOATS.**

The "Chicora" leaves Yonge-street Wharf at 1 a.m. and 2 p.m. daily, connecting at Niagara Falls with the New York Central and Michigan Central Railways.

The "Southern Belle" leaves Mill's Wharf daily at 11 a.m. and 5:30 p.m. for Orillia and Hamilton, connecting with the G. T. R.

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August 19, 1884 Globe

tinued. Special music has been arranged for the fest. val week.

#### CANADIAN PACIFIC EXTENSIONS.

It is stated by a gentleman connected with the Canadian Pacific that the extension of that railway from Smith's Falls to Montreal will certainly be commenced next spring, and be prosecuted with vigour and energy so as to complete it by the fall. The extension from Ingersoll to the Detroit River has not been abandoned, as has been stated, but will be built before long.

#### EXEMPTION OF CORNER LOTS.

A petition is being circulated asking that the amendment not in force the amendment to the

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September 13, 1884

THE GLOBE,

## NORTH-WEST ONTARIO

A Trip Over the Eastern Division of  
the C. P. R.

### THE LAND THROUGH WHICH THE ROAD RUNS

Nature in Her Fristine Ruggedness and  
Beauty.

### SCENES AND INCIDENTS ALONG THE WAY.

(Special Correspondence of The Globe.)

To the man who enjoys nature in her wild ruggedness, who desires to see somewhat comfortably the discomforts of backwoods life in Canada, and who can at times sleep soundly on the hard side of a board, with something still harder for a pillow, we would recommend a trip over the Eastern Division of the C. P. R. He will be agreeably surprised at the comfortable accommodations of the road and the progress made in pushing a line of civilization through this jumbled mass of hills, valley, rock, and forest. We take the train at 4:30 p.m. at Brockville for Pembroke. The country is looking well, the crops somewhat behind those of the frontier counties in ripening. The country through this section is too well known to be described here. Towards sundown we approach a more rolling region, the agricultural interests being somewhat encroached upon by the lumbering. A sharp turn presents

#### A MOST BEAUTIFUL SIGHT.

From the valley to the west rises a heavy cloud of smoke that slowly floats away, crowning the hills with a gorgeous beauty as the rays of the sun are refracted and cast into red, yellow, and crimson, reminding one of the ruddy sunsets lately seen. That the smoke has caused, it we are soon made sure, for, as we approach and curve around the hill, the colours fade and change into a pure milky white that gradually settles down the hillside, or is blown away by the light breeze. On we hurry, and at Brudenell, before us on the right, the broad Ottawa is seen. To the left rises a long ridge of hills, while away beyond the river the monotonous Laurentian range comes up against the sky, a range of large hills or small mountains. Darkness settles and closes all scenes as we arrive at Petawawa. Pembroke is rather prettily situated at the point where the Muskrat and Indian rivers pour their united waters into the Ottawa. Before the town lies Altimette Island, over which, nine miles away, are the Laurentians, deceptive as to their distance, but recognized at once by the monotonous shape. Lumbering has developed a growing town and the increasing railway accommodation will hasten still more its growth. There is a first-class passenger train west daily from Pembroke, leaving at 4:30 p.m.

#### THE RIDE NOW BEFORE US

is a new, unfamiliar one to many of your readers. The C. P. R. follows the course of the Ottawa valley, keeping the river and hills of Quebec in view for some distance. The two first-class coaches, new, comfortable and clean, are filled with a respectable class of people bound for Mattawa and the Nipissing Lake country, while the *chambre à fumer* is held with a crowd of dark, dusky, funny Frenchmen, navvies, bound to the end of the line. They smoke, sing, drink, and jabber French with a quick yet accustomed speed that defies the powers of an English-speaking Canadian to understand or comprehend. The first station is Petawawa, but there appears to be no town; it is only a stopping place. Petawawa may become great some day, its possibilities are unlimited, but its present existence is

there is a fair sprinkling of red and white pines. We soon came in sight of Lost Lake, and after a short run of three miles a clearing opens up before us, the train slows up, and we alight at Sudbury Junction at eight o'clock on Sunday morning. Sudbury is at present

THE WESTERN LIMIT OF THE OPERATING LINE, the portion from here west (some 70 or 80 miles) being still in the hands of the construction manager, Mr. H. Abbott. It is an important point, being the junction of the Algoma Mills branch with the main line. It is situated about 90 miles north of Georgian Bay in a large level clearing, surrounded on all sides by high hills. Sudbury can never be an agricultural town, since there is no land surrounding it. It will not become a great railway town as the divisional point is located about thirty miles west of Archer; whether it will be a booming mining city remains yet to be seen. Though Sudbury can boast of a court house, gaol, hospital (on a rather diminutive scale), a public alarm, in the form of an immense steel triangle, and a host of unlicensed whiskey holes, we have some hesitancy in terming it anything other than a "clearing." The population is transient and uncertain. Picture to yourself an immense camp meeting ground of primitive style, in the centre place three respectable frame buildings, while around the outskirts of the woods, in the shadow of the hills extend a fringe of log houses and tents, leaving an immense open space unoccupied, and you will have some idea of Sudbury and other enterprising northern towns or settlements. The most delightful part of the trip is yet before us, and we take the early construction train. For some distance the trip presents a continued succession of rock cuts and trestle work, the latter being all wooden, and some of enormous heights and lengths. The scenery is in places

#### GRAND AND RUGGED,

while on either side we pass by the most beautiful lakes. The most noticeable points are the crossing of the Vermillion River, as it dashes under us at a tremendous speed between black, rocky cliffs; High Falls, a fairy scene, as through the green foliage we see the white foaming cataracts leaping from rock to rock; Windy Lake, that lies away far below us; and Lake Geneva, apparently well deserving its name for beauty of scenery and variety of attractions—a most lovely spot for camping. From Sudbury west to the end of the iron "we saw but little land fit for agriculture, and to our mind the future of this section of Algoma and Nipissing will turn upon the mineral resources. So much for our trip by rail.

In closing this we append for the curiosity and information of some of our readers, a list of important points on the road west, giving the distances from Callendar, since we suppose, that is the best known and oldest of stations west of Mattawa:—Sudbury, 100; Paganusine, 150; Spanish River, 160; Eureka, 178; Bishkootasing, 190; Wakamagamang, 230; Nemogosenda, 250; Aunshwagama, 270; Kataquashesing, 275; Maqueshqua, 27; Ogacouswa, 320; Michipicoten, 330.

It is to be hoped that if the C. P. R. succeeds in reaching Michipicoten by March 1st, 1885, as they calculate upon doing, they will either have anglicized these Indian names, or shortened them to convenient lengths. One thing remains certain, the size of a place cannot always be calculated from the size of its name.

#### OVER MOUNTAIN HEIGHTS.

A Steamer Transported Forty Miles on Man's Shoulders in British Columbia.

A remarkablefeat is now being carried out by a young Englishman representing a party of English capitalists who have acquired a large block of land from the British Columbia Government in the exquisitely beautiful Lower Kootenay Valley, lying just over the northern confines of Idaho, where the international boundary line separates the waters of Pend d'Oreille lake and Kootenay River. This pass, traversed by a narrow Indian trail, which winds through the almost impenetrable forests that clothe this great spur of the Rocky Mountains known as the Clarke's Forkrane, has never been passed by a wagon, and now a steamer, the hull built of teak in one piece, is to do

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pines and other trees, the scarring of immense forest fires, form the gloomiest portion of our nature's picture. Until we have passed the Lake Nipissing district the same dreary spectacle is ever recurring. Twenty-two miles from Pembroke is a promising place, its greatness still in prospect. Chalk River (the origin of the name is a mystery to your correspondent) is an important railway headquarters. Here we change cars, and for the first time in our railway experience we are allowed a reasonable time for refreshment. How delightful to hear the welcome news, "Forty minutes for refreshment!" Something equally delightful is the fact that a restaurant supplies a good meal for a quarter. A good meal for twenty-five cents, with forty minutes to enjoy it, is certainly preferable to fifty cents' worth of food crammed into fifteen minutes time. Civilization has yet to reach Chalk River in one respect. The station, restaurant, two residences, an engine house, coal bunks, &c., form the signs of the clearing. All of the valuable land in the vicinity of Chalk River Station has been taken up by speculators and settlers and will doubtless prove valuable in the course of time. The timber upon it is young, the soil of a fair quality.

#### SPECULATORS

are following up the course of the railroad quite rapidly and are taking up sections near to the important railway centres. Very little land, however, has been taken up west of the Lake Nipissing district, that being the limit of travel westward for most speculators and investors. Investments in that region will certainly in time prove remunerative unless blindly made. Leaving Chalk River Station we skirt along the Ottawa for a distance, then run through a thickly wooded region, shooting over broad valleys on trestle work. We can always tell when we are approaching the river by the change in the country from rocky to rolling. In a broad deep valley on our left lies a beautiful little lake, and beside it some half dozen deserted log shanties. The lumbermen, railway men, or settlers who once inhabited this diminutive "deserted village" had an eye to the picture-que and beautiful. Farther south such a romantic hill-encircled lake would be a fashionable health resort. These deserted shanties, for along the whole route we remember to have seen signs of present life about very few, at first perplexed us. They are in nearly all cases the abandoned "sleeping apartments" of the navvies, belonging to the G. P. R. Late at night the village of Mattawa, at the mouth of Mattawa River, is reached, and our crowd forsakes us; there are very few through passengers. We have now reached the northern limit of our trip, leave the Ottawa valley and start westward on our cross-country trip, through what appears to be endless stretches of forest, pine, poplar, birch, and hemlock.

#### CALLEDAR

is the next station of importance, situated near the north-eastern corner of Lake Nipissing. Its present boast consists of a mineral spring situated close beside the track, from which the curious traveler may obtain a warm drink while the train is waiting. On again in the dark, and we soon see the waters of the lake shining faintly on our left as the train draws into North Bay, the divisional point and most important and promising of the places between Mattawa and Sudbury. After a long and tedious midnight wait for the time-table to catch up to the train, we are off again. It is quite a curiosity for the train to be continually ahead of time. The explanation is that the table was made out for the uncompleted road, and will soon be shortened to suit the improved state of affairs. We monopolize three seats, for there are only four through passengers, and turn in, or rather over, for the night. Amid a confusion of sounds external and ideas internal we rouse ourselves at daybreak to find a heavy pelting rain drenching the forests on either side, but unimpeding our progress. From North Bay through Burgess Falls west to Sudbury there are some

of 1,500 miles over Sand Point, or La Falls (Nen.) Chrono

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EXTENSIVE FORESTS STILL STANDING,  
untouched by the axe or fire; the trees, however,  
are rather below the medium size, although

the state of his health compelled him to sever his connection with his fellow employees with whom he had worked harmoniously during the past nine years. A very pleasant evening was passed and the company separated about 11 o'clock.

#### PARKDALE SUBWAY.

The winding stairway leading to the G. T. Railway and the C. V. Railway is now built. It rises from the lowest part of the subway by twenty steps. That portion of the road bed lying between this point and the steps near Dwyer's Hotel, consisting of ten or twelve rods, is a quicksand some twelve feet deep. The abutments here are laid in cinders, and it will be necessary to lay planks, which will be deeply covered with sand before the road is paved. The flow of surface seepage water looks as if it would be a permanent nuisance. Men are constantly employed night and day pumping

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#### A BRAKEMAN'S DEATH.

A brakeman on the Credit Valley Railway named Goodfellow met with a terrible end on Saturday afternoon. He was running along on the cars of his freight train near Streetsville Junction when he slipped and fell between two cars. The train was stopped immediately but the unfortunate young man had been cut to pieces. His remains were forwarded to his home at Toronto Junction and were taken thence to his former home near Peterborough by his young wife who felt acutely the bereavement which has fallen upon her. Deceased who was 25 years of age had only recently married.

COUNTY MAGISTRATE'S COURT.

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#### DANGEROUS RAILWAY.

The electric railway on the Exhibition Grounds is a scientific novelty, but it is a source of extreme danger. Notwithstanding the notices liberally posted along the fence, and warnings given by persons along the track there was an accident last evening. A gentleman, who should have known more of the situation, put his hand in the groove that contains the copper connection on the track. He got a shock that nearly paralyzed him, and he went off the track with an exclamation that spoke volumes of fear, surprise, and suffering. This electricity is all right in a way, but it will not do to be taken in large quantities.

#### CHARGED WITH POCKET-PICKING.

Chas. St. Clair and Henry Irving (not the actor) were charged at the Police Court to-day with stealing a silk pocket handkerchief from the pocket of John McLellan on the Exhibition Grounds on Thursday. McLellan testified that he followed the prisoners after his handkerchief was taken, and he overheard one of the prisoners saying, "Is it not a beauty? We did it sick." He challenged the men with the offence when the street cars were reached, and they handed over the missing article, claiming that it was all a joke. In the meantime they were arrested. Both men were remanded till to-day. St. Clair had a ticket in his possession which was purchased at Windsor on the 15th, and good till Monday next. He protested against a long remand, but the Magistrate said, "I do not think you will need your ticket for some time."

#### POLICE COURT.

At the Police Court this morning, before Col. G. T. Denison, P.M., the following cases were disposed of:—Drunks—Richard Collins, Wm. Merrick, John Sweeney, and George T. Coulter, \$1 and costs or 30 days; John Henderson, Wm. Fogarty, Catharine Waldie, Wm. Wells, James McCormack, Charles Aldrich, Michael Rock, Lally Metcalfe, Lizzie Brown, Wm. Cunningham, Geo. Williams, Michael Limb, Thomas Crawford, Wm. H. Brown, P. J. Haynes, and Robert Bates, discharged. Assault—James Grantham, charged with assaulting Wm. Hickman, case dismissed; James Stewart was charged with assaulting Elizabeth Heckinson, remanded till Monday; Wm. Carr, charged with assaulting Bridget Gilfoyle, remanded till Monday. Vagrancy—Thomas Hayes, sent back to the House of Providence. Fraud—Fred. Mothersill, remanded till the 23rd. Court adjourned.

#### TO MEET LORD AND LADY LANSDOWNE.

The Lieutenant-Governor and Mrs. Robinson invited a few ladies and gentlemen to dine with the Vice-Regal party at Government House

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## KING-STREET RAILWAY CROSSING.

The Railway Committee's Scheme said to be too Expensive.

### SIMPLER METHOD NECESSARY.

Shortly after the representatives of the city visited Ottawa last spring and asked the Railway Committee of the Privy Council to order that a subway be constructed at the King-street railway crossing, the Government Engineer was sent to Toronto to examine the crossing, and at his recommendation an Order-in-Council was passed to have King-street, where it approached the railways, diverted to run parallel with the railway tracks for a short distance and then cross the tracks, which now cross it diagonally, at right angles. According to the Order in Council, this work was to be completed by the first of August. At the meeting of a sub-committee of the Works Committee yesterday afternoon, Ald. Steiner in the chair, the City Engineer stated that he had received a letter from the Grand Trunk Railway Company saying when the work would be finished. Mr. Sprout said it the proposition of the Railway Committee were carried out it would cost about \$15,000, as the construction of a new roadway, nearly half a mile long, would be necessary to secure the new crossing. He suggested that the Railway Committee be asked to rescind the order, and that an Order-in-Council be made instead which would move the line of the old Toronto, Grey, and Bruce Railway (now G. V. R.), which crosses King-street at a distance of about 400 feet from the other railway tracks, to cross the street close to the Grand Trunk track. This, he stated, could be done at a cost of \$1,000, and if the crossings were all planked and gates erected, it would be rendered safe, and would be much more convenient than the crossing proposed by the Railway Committee. If the line of the old Toronto, Grey, and Bruce track were not moved so that it would cross King-street, near the other tracks, two sets of gates would be necessary. Mr. Sprout's recommendation was adopted by the Committee, and a special meeting of the Council will probably be called to consider the matter.

A man during the lifetime of 50 years, according to a paper recently read before the Academy of Science, Paris, sleeps away an aggregate of 6,000 days, works away the same period eats away 3,000 days, walks away 300 days, ill during 500 days, and amuses himself with the remainder of his half century on earth.

Analysis of the roe of the salmon shows that is nearly one-half (457 per cent.) composed of nuclein, an albuminous substance rich in phosphorus. This, then, would be an almost incomparable brain food, if, as is generally conceded, that ~~than~~ appropriate largely the phosphoric particles from our nutriment. The nitrogenous matter in all spawn is in much larger proportion than exists in the adult animal.

"Why a man laughs at a joke instead of weeping, and why one weeps at a stroke of parrho instead of laughing," is a question. says a recent German writer in discussing the positive results of science in the department of psychology. "People are just as blind," says very true to Paracelsus, "as Plato; but the men who should reform the world should be ruled, said by his follow, who

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Globe.

THE GLOBE, TORONTO, WEDNESDAY, OCTOBER 28, 1888.

LOCAL NEWS.

THE COUNTY COURT.

There will be a sitting of the Court on November 10, for the trial of non-jury cases. Friday next, will be the last day for notice of trial. The

M. McGillivray, Whitch, Ont., a communis-  
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Walmey, H. Shoun, V., U.S., a communis-  
tion o. Hydrocephalus. Two of the papers  
were fairly discussed by the members present.  
The Chairman made a few appropriate remarks,  
after which the meeting adjourned until Friday,  
3rd inst. Absent, Finlary, Hess, Butler, and  
Flores will read papers on that occasion.

BURGLARY IN THE PARK.

Burglars entered the residence of Mr. W. Chris-

tie, Queen's Park, Monday night. The intruders,  
who were driving having run over the  
two

Judge advised the jury, who brought in a verdict of not guilty by a unanimous vote, leaving the Court.  
James Morris and George McAllister were accused of having killed a lamb belonging to Patrick Oluor, with the intention of stealing it. Mr. Galbraith appeared for the defence. It was given in evidence that the two men were seen on the evening of the 3rd of October, first, on the road in the township of Scarboro, and had stopped just where the lamb was found a few minutes later, bleeding and dying. The defence was looking to depend on the theory that the animal had been hurt by the boyery in

OSGOODE HALL NOTES.

The Rival Telephone Companies Before Mr. Justice Oster.

A CONSTITUTIONAL QUESTION RAISED.

Mr. Justice Oster has refused the application

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#### Grievances of the Wipers at the C. P. R. Roundhouse.

The wipers at the Canadian Pacific round-house at Parkdale went out on strike Saturday. There were twelve wipers in the house. Four were on in the daytime and the others at night. Of the eight who were on night duty, one had my two half had eight locomotives to clean, and the other had had 50 or 60 tons of coal to shovel into the engine-tenders. Wipers are men whose work it is to clean up locomotives and get them ready for the track. The ordinary rule among railway men is that wipers who do their work well are in time promoted to be firemen and finally engineers. The wipers at the C. P. R. round-house saw this routine broken and the possibilities of promotion rendered still more distant by an influx of firemen from other roads. The new firemen were given the vacant engines, and the wipers, some of whom had been a year and over in the company's service, were left out in the cold. They waited on Mr. David Preston, master mechanic, on Friday, and asked him to give them any promotions that were to be made or to increase their pay, which is a dollar a night. They were referred to Mr. Whyte, General Superintendent. Mr. Whyte was called on on Saturday, and refused to grant the men's requests. The wipers stopped work and their places have been temporarily filled by men from the shops.

#### MUSIC AND DRAMA.

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AUGUST 1884

GLOBE

~~done by some persons~~ work in this manner, and an effort will be made to put a stop to the practice.

**THE CANADIAN PACIFIC.**

To-day the Ontario & Quebec division of the Canadian Pacific Railway will be opened for passenger traffic. The first through train for Ottawa, Montreal, and Quebec will leave the Union Station at 9 o'clock a.m. The entire Ontario Division of the Canadian Pacific will now be in operation, and through traffic between Chicago and Montreal and Quebec opens to-day. A new time-table also goes into effect on the various branches to-day.

**ARRESTED IN STAMFORD.**

A despatch from Niagara Falls says:—On Sunday afternoon Chief McDougall and Officer Wynn, of the Ontario Police, on the

AUGUST 11

1884

GLOBE