

THE ONLY
One Cent Morning Paper
IN CANADA
18 KING ST. EAST, TORONTO

THIRD YEAR.

MR. GLADSTONE'S SPEECH

THE QUESTION OF PROCEEDURE IN THE HOUSE OF COMMONS.

The War and What it Loved—Undertaken for the sake of Peace.

LONDON, Oct. 3.—Gladstone, in replying to an address at the House of Commons, referring to the question of procedure in the House of Commons, said the House could never meet the tremendous calls upon its energies, unless it could shake off all timidity and fear of criticism and set itself resolutely to the task of bringing procedure into harmony with the calls upon it. He thanked God for the success of the British in Egypt. He thanked the army and its skillful general. He proved that the army was composed of men as brave as their forefathers everywhere. The war had been carried out from a love of peace and on the principles of peace. He trusted that Egypt would again be prosperous and happy. The speech was received with prolonged cheers.

PERSONAL.

Mr. Gladstone's health is much improved. Queen Victoria has decided to visit the south of France.

Mr. E. B. Fry is lying seriously ill at his residence in Hull.

Dr. McJellan is at present in Ottawa inspecting the normal school.

Mr. Kirkpatrick is at present in Ottawa. Sir A. T. Galt had a long interview with Mr. John Macdonald yesterday.

James G. Blaine, now at York Beach, is reported very ill, but was more comfortable last night.

TELEGRAPHIC BRIEFS.

There were fifty-five new cases of yellow fever yesterday in Panama and five deaths.

A brigand from Hudson's bay reports that the natives are suffering for food and dying in great numbers.

Miss Laforce, who was betrothed to Lieut. Champ, of the Jeannette expedition, died at Ochoa, N. J., last week of grief.

Nellie Arthur, actress, was fatally stabbed at Aberdeen's theatre, New York, on Monday night by her husband, Albert, during a quarrel. The latter escaped.

A colored man named Simpson was shot and killed on Monday at Reservoir, Ohio, by his wife, who was only 16 years of age. She alleges the act was committed in self-defence.

Another Agrarian Murderer.

DUBLIN, Oct. 3.—Thos. Browne, a farmer residing near Castle Island, was shot dead near his house to-day. It was an agrarian crime.

A Fatal Duel.

HOUSTON, Tex., Oct. 3.—Towner and Thompson, convict guards, fought a duel near here yesterday. After the thirteenth round both fell dead.

Mr. Foster, M. P., resigns.

ST. JOHN, Oct. 3.—Mr. Foster, M. P. for Kings county, whose election had been contested, has resigned, and the seat has been declared vacant.

The Anti-Jewish agitation.

PESTH, Oct. 3.—The Hungarian premier says that the whole power of the state will support the municipal councils in their efforts to suppress the anti-Jewish agitation.

Shooting a Sister-in-Law.

DAYTON, Ohio, Oct. 3.—R. John yesterday, mortally shot Louise Gramlich, his wife's sister, during a quarrel over the removal of furniture. John had separated from his wife.

Remembered Attempt on the Pope's Life.

LONDON, Oct. 3.—The Paris Figaro publishes a report that the pope, while walking in the gardens of the Vatican, was fired at by a soldier but not hit. The report is discredited at the Italian embassy, London.

A Sad Coincidence.

KINGSTON, N. Y., Oct. 3.—Albert Wilson, brickman, was knocked from the top of a chimney by a brick near yesterday, and killed. His brother was killed in the same way in nearly the same place about a year ago.

Thrown from an Elevated Railway.

NEW YORK, Oct. 3.—Thomas Smith, a ticket agent, was thrown from an elevated railway platform to the street. Fruchs was fatally hurt. Smith claims that Fruchs fell accidentally.

A Mayor's Appropriation.

LONG ISLAND CITY, Oct. 3.—Mayor Deboise has filed the bill of particulars asked by the citizens committee in the suit against him to recover \$100,000, the proceeds of city bonds sold by him. His statement leaves a balance of nearly \$98,000 for the mayor to account for.

A Minister's Privilege.

MONTREAL, Oct. 3.—Rev. Jas. Roy, a Congregational minister, was excused from revealing a confidential conversation between himself and a member of his church, when giving evidence in court to-day. Mr. Justice Jette stated that the Quebec code allowed ministers this privilege.

National Liberals in Germany.

BERLIN, Oct. 3.—At Gotha yesterday the leaders of the national liberals joined the secessionists and progressives in declaring that the liberals should unite to more closely organized association against all other political parties, without prejudice to the minor differences separating the party.

Epidemic Among Hogs.

DETROIT, Oct. 3.—In Badger township the farmers are losing hope by the death of their hogs by an epidemic which carries them off wherever it affects them. By request of the secretary of the state board of health a post-mortem examination of the animals was made by a local physician, and he reports that the kidney and liver were destroyed. Loss, \$3,000. The sheriff's furniture was saved.

The Canada Pacific

WEDNESDAY MORNING, OCTOBER 4, 1882

PROSPECTS OF THE GRAND TRUNK GETTING INTO MANITOBA.

Gen. Van Horne's Views—Winnipeg May Lose Her Supremacy—What the Grand Trunk Says.

From the Winnipeg Sun, Sept. 30.

A Sun reporter called on General Manager Van Horne of the C. P. R. in regard to the statement which appeared in the Ottawa correspondence of the Toronto Globe, to the effect that the Dominion Government had determined to reconsider the clause of the C. P. R. charter which permits the construction of no competing lines in any route where the C. P. R. is already in possession of the route.

I have seen the statement in the Globe, but place very little reliance on its truthfulness. The syndicate has throughout the government would set up to the charter in every respect. It is not a question of what it will. Should, however, it do otherwise, and charter lines crossing the international boundary it will be a bad thing for Winnipeg.

"How so?" queried the reporter.

"Because they will destroy the commercial supremacy of Winnipeg. Let me explain in what way they will do so. At the present moment the Chicago, Milwaukee & St. Paul railway company, and the Chicago and North Western railway company are negotiating for the international boundary. Great roads are running close together, so close that the one road can be seen from the other. The Grand Trunk, however, is a long way from the boundary. Its objective point on the boundary is a place about one hundred miles or more west of the Red River. Now, if the Grand Trunk were to cross the boundary, it would strike the C. P. R. somewhere between the Red River and the city of Winnipeg. It would be a large city and centre of population. It must be remembered that these two roads, when completed, will be the most direct and shortest routes to Chicago and the United States railway system. The trade of the West will naturally gravitate to the line which offers the most commercial activity will be where they meet, and Winnipeg will lose the lead it has gained. To Winnipeg, at any rate, the loss of the international boundary means the loss of its commercial supremacy."

Another Opinion.

Mr. A. Hutchison, of Emerson, who has taken an active interest in endeavoring to induce the Grand Trunk to come into Manitoba, was in the city to-day and was waited upon by a Sun representative. He stated that the Emerson people had endeavored to get the syndicate to build the line to North-western railway, but the reply had been that they could do no better than operate it as it is now built. Seeing that nothing better could be done in this quarter Mr. Hutchison waited upon the people of Portage la Prairie, who between 3 and 5 o'clock in the morning, and between these hours is an object of great brilliancy in the sky even in the bright moonlight. At twenty-one minutes after 5 o'clock its position is about 6° above the horizon in the east. Its length, as seen in the moonlight, without obstruction, seems to be about 23°, presenting the appearance of a flaming comet. It is slightly curved, with the dark part extending towards the north, and a dark rift extending towards the south, a considerable distance. It is more sharply defined towards the south side.

It is very much brighter than the comet which created such a sensation last year. This is the comet of 1882, which has been traced to the famous comet of 1843. The computations made at Washington have been regarded as going to identify it with the comets of 1880 and 1843, which in turn have been supposed to be the same comet. It is slightly curved, with the dark part extending towards the north, and a dark rift extending towards the south, a considerable distance. It is more sharply defined towards the south side.

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A. W. Godson asked the board to rescind the order prohibiting him from receiving the block pavement on Park street as contracted for. Ald. Booth said that the work had been given under a misunderstanding. He said that the objecting residents an opportunity to be given to the contractor to object to the work. The contractor was asked to report on the condition of the Park street work.

P. G. Close proposed in writing that a lot be made through the city by way of Garrison street for the drainage of certain lots in York township, north of the Queen's Own, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

Seven tenders were opened for block paving the different sections into which King street is divided for this work. W. Godson was the lowest for sections (1), the Don to Trinity street; (2) Trinity to Sherbourne; (3) Sherbourne to Bathurst; (4) Bathurst to Strachan street; and Aradagh and Leonard were lowest for the remaining sections, (5) Sherbourne to Yonge; (6) Yonge to St. James street; (7) St. James street to St. Patrick street; (8) St. Patrick street to St. Andrew street; (9) St. Andrew street to St. George street; (10) St. George street to St. Nicholas street; (11) St. Nicholas street to St. John street; (12) St. John street to St. Peter street; (13) St. Peter street to St. Paul street; (14) St. Paul street to St. James street; (15) St. James street to St. Nicholas street; (16) St. Nicholas street to St. John street; (17) St. John street to St. Peter street; (18) St. Peter street to St. Paul street; (19) St. Paul street to St. James street; (20) St. James street to St. Nicholas street; (21) St. Nicholas street to St. John street; (22) St. John street to St. Peter street; (23) St. Peter street to St. Paul street; (24) St. Paul street to St. James street; (25) St. James street to St. Nicholas street; (26) St. Nicholas street to St. John street; (27) St. John street to St. Peter street; (28) St. Peter street to St. Paul street; (29) St. Paul street to St. James street; (30) St. James street to St. Nicholas street; (31) St. Nicholas street to St. John street; (32) St. John street to St. Peter street; (33) St. Peter street to St. Paul street; (34) St. Paul street to St. James street; (35) St. James street to St. Nicholas street; (36) St. Nicholas street to St. John street; (37) St. John street to St. Peter street; (38) St. Peter street to St. Paul street; (39) St. Paul street to St. James street; (40) St. James street to St. Nicholas street; (41) St. Nicholas street to St. John street; (42) St. John street to St. Peter street; (43) St. Peter street to St. Paul street; (44) St. Paul street to St. James street; (45) St. James street to St. Nicholas street; (46) St. Nicholas street to St. John street; (47) St. John street to St. Peter street; (48) St. Peter street to St. Paul street; (49) St. Paul street to St. James street; (50) St. James street to St. Nicholas street; (51) St. Nicholas street to St. John street; (52) St. John street to St. Peter street; (53) St. Peter street to St. Paul street; (54) St. Paul street to St. James street; (55) St. James street to St. Nicholas street; (56) St. Nicholas street to St. John street; (57) St. John street to St. Peter street; (58) St. Peter street to St. Paul street; (59) St. Paul street to St. James street; (60) St. James street to St. Nicholas street; (61) St. Nicholas street to St. John street; (62) St. John street to St. Peter street; (63) St. Peter street to St. Paul street; (64) St. Paul street to St. James street; (65) St. James street to St. Nicholas street; (66) St. Nicholas street to St. John street; (67) St. John street to St. Peter street; (68) St. Peter street to St. Paul street; (69) St. Paul street to St. James street; (70) St. James street to St. Nicholas street; (71) St. Nicholas street to St. John street; (72) St. John street to St. Peter street; (73) St. Peter street to St. Paul street; (74) St. Paul street to St. James street; (75) St. James street to St. Nicholas street; (76) St. Nicholas street to St. John street; (77) St. John street to St. Peter street; (78) St. Peter street to St. Paul street; (79) St. Paul street to St. James street; (80) St. James street to St. Nicholas street; (81) St. Nicholas street to St. John street; (82) St. John street to St. Peter street; (83) St. Peter street to St. Paul street; (84) St. Paul street to St. James street; (85) St. James street to St. Nicholas street; (86) St. Nicholas street to St. John street; (87) St. John street to St. Peter street; (88) St. Peter street to St. Paul street; (89) St. Paul street to St. James street; (90) St. James street to St. Nicholas street; (91) St. Nicholas street to St. John street; (92) St. John street to St. Peter street; (93) St. Peter street to St. Paul street; (94) St. Paul street to St. James street; (95) St. James street to St. Nicholas street; (96) St. Nicholas street to St. John street; (97) St. John street to St. Peter street; (98) St. Peter street to St. Paul street; (99) St. Paul street to St. James street; (100) St. James street to St. Nicholas street.

MEETING OF THE WORKS COMMITTEE—BLOCK PAVEMENTS—DRAINAGE—AWARDING CONTRACTS.