

LABATT'S PORTER!

Undoubtedly the BEST brewed on the continent. Proved to be so by Analyses of four Chemists, and by awards of the World's Great Exhibitions, especially Chicago, 1893, where it received 96 points out of a hundred—much higher than any other Porter in United States or Canada.

THE SWITCH WAS LEFT OPEN

And as a Result Five Men Are Dead and Several Others Wounded Seriously.

TRAIN GOING A MILE A MINUTE

Crashed Into the Rear of a Freight Train Which Was Standing on the Siding.

Jameson, Sept. 6.—A frightful accident occurred at Miller's, 17 1/2 miles this side of Medville, on the Erie Railroad, about 4:45 this morning. As a result, five men are dead and several others are injured. The Erie vestibule train No. 5 ran into the caboose of a freight train which was standing on the siding at Miller's. The freight train was also killed. Two trains were involved in the crash. The freight train had been switched with the result that when the vestibule train, which does not stop until Medville is reached, came along at the rate of 60 miles an hour and crashed into the freight. Conductor Henry Shaffer and Flagman George Shotts of the freight were both killed almost instantly. Engineer Reuben Arnold of the passenger train was also killed. Two men on the freight, were terribly mangled and killed. Arnold's woman escaped death, but had a leg broken and was otherwise injured.

Before Judge McDougall. Judge McDougall yesterday fined Harry Doby \$25 or 60 days in jail for having assaulted E. W. Kirk. W. Corby and Alex. Muir were convicted of breaking into the theatre at Murray Park. They were allowed out on suspended sentence.

Application was made for bail for James McVoy, committed for trial on a charge of wounding. The motion will be argued on Friday.

A Nobby Horse. Among the large number of horses exhibited at the Exhibition yesterday, one of the finest of the nobles was Caledon, who carried off one of the ribbons in the lady's saddle class. Caledon is bred by Strathgairn, out of Beautiful Star, and in general conformation could hardly be beaten. As a horseman would say, "There's not a bump on him." He is owned by Dr. W. A. Young, of College street, and will be punted by him this fall.

Denton, Dunn & Bonithes. Messrs. Dunn & Bonithes and Mr. Frank Denton, so long of the firm of Denton, Dods & Co., have formed a partnership under the name of Denton, Dunn & Bonithes, with offices in the Temple Building. These three well-known lawyers have formed a strong firm, and will command a large practice.

S. Ackerman, commercial traveler, Belleville, writes: "Some years ago I used Dr. Thomas' Eucalypti Oil for inflammatory rheumatism, and three bottles effected a complete cure. I was the whole of one summer unable to move without excruciating pains. I am now out on the road and expect to all kinds of weather, but have never been troubled with rheumatism since. I, however, keep a bottle of Dr. Thomas' Oil on hand, and I always recommend it to others, as it did so much for me."

Leaves Local Work. The Dominion Government intends to establish a Live Stock Bureau, and has secured as its head, Mr. Hodson, who has just resigned from the position of Superintendent of Farmer Institutes for Ontario. Mr. Westcott will likely succeed Mr. Hodson.

WHAT SIR WILLIAM SAYS HIS LIFE AIM IS.

Continued from Page 1.

westward continent journey; connections must be guaranteed at Vancouver, and we must guarantee to land our passengers at Hong Kong or at Yokohama exactly on time. There must be a guarantee of connections from London, with all the points reached by us between there and the Orient. To make a Canadian fast Atlantic line successful this must be done. The C.P.R. alone can do it, and in doing this it can divert to Canada much of the passenger traffic now going to New York, as they have diverted the passenger traffic from San Francisco to Canadian ports on the Pacific Ocean.

London to Hong Kong. "You speak of London as the starting point?"

"Yes; Euston Station. An arrangement could be made for the Canadian Pacific Railway to run its own trains from there to Liverpool, a train luxuriously appointed, a revelation to the English traveler; our own cars, our own officials, our own conductors on board; the cars built on a compromise between the American and the English systems, with doors both at ends and sides. This Canadian Pacific steamship train from Euston Station would carry its passengers to Liverpool, with tickets bearing guaranteed connections to points half round the world, commencing at Liverpool. Steamers superior to any would proceed across the Atlantic to Halifax in the summer, where our own steamship train would meet them at the wharf and carry the passengers to Montreal, New York, Chicago, or to Vancouver, or just then on board our steamers on the Pacific Ocean for the Orient. And it would not be, it could not be a matter of conjecture at the beginning whether close connections would be possible or not. These would be guaranteed on the ticket; such a guarantee would be necessary to make the Canadian fast Atlantic a success, and such a guarantee the Canadian Pacific alone could give. The carrying out of such a scheme as this would mean much the re-enactment to a large extent on the Atlantic of what I have told you has taken place in ocean travel on the Pacific."

Must Have the Intercolonial. "How is such a great enterprise as this to be accomplished, for you have no connections at Halifax?"

"I said that C.P.R. trains must meet the ocean liners at Halifax in winter. That means the Canadian Pacific must have such a control over the I.C.R. as that close connections could be made with the steamers there via it with points beyond. Under present conditions these guarantees cannot be certainly made. Many things might occur to render the carrying out of such a guarantee impossible. If the C.P.R. controlled the Intercolonial there would be no difficulty whatever, for we would then be in possession of a route under our own management from Liverpool or London to Hong Kong and Yokohama."

Thanks People Would Give Up. "But do you think that even to gain so great a national boon as this the Canadian people would approve of the Intercolonial being thus embraced in the management of the C.P.R.?"

"I think most of the people would, and all would if they realized how much the I.C.R. is costing them. The Government so prepares its railway accounts that the people do not really appreciate the vast amount they are paying out for the I.C.R. They forget about the enormous expenditures on capital account. The expenditure on operations and maintenance of the I.C.R. is only a part of the great aggregate. If the Government would let the I.C.R. be the C.P.R. the railway company would be willing to guarantee that it would henceforth cost the people nothing. They would guarantee that the maximum freight rates would never be higher than those that now exist. They would be willing that under certain conditions the Government should have power to regulate and reduce the rates. In their own interest they would make the service good."

What C. P. R. Wants. "If the C.P.R. this had control of the

I.C.R. they would establish a Fast Atlantic line for a subsidy of \$750,000. This would mean an outlay of \$20,000,000 by the C.P.R. and at the same time mean that without the outlay of a single cent, over what is now being spent on the I.C.R., the country would have a service on the Atlantic that would divert to this country a great deal of the passenger and some of the freight traffic now going to New York. The loss annually sustained by the country in equipping and operating the Intercolonial is almost as great as the proposed subsidy of \$750,000 required for the Fast Atlantic service, and this loss would be avoided by a lease of the I.C.R. to the C.P.R. the ocean subsidy would not add to the burdens of the people.

No, I don't see any other way to secure railway traffic than that through the C.P.R. and a control by it of the I.C.R., but I do see how it can thus be accomplished without the payment of one dollar more than the people are now paying for no returns."

The Intercolonial and the C. P. R. Editorial St. John Sun, Sept. 2: The winter port and railway question has attracted much attention in Montreal, and the discussion has extended to Toronto. The Toronto World has reached the conclusion that it is "bound to take the side of the Minister in defence of the railway system." The World is Conservative in politics and an uncompromising advocate of the complete nationalization of Canadian railways. It starts out with the assumption that the Grand Trunk is a complement or extension of the Intercolonial system while the Canadian Pacific through its short line through the State of Maine, is a rival. Beginning with the theory that "the Grand Trunk is an ally and the Canadian Pacific a rival." The World reaches the natural conclusion that the Minister must take a firm stand and maintain the integrity of the national road at all hazards. The World goes on to say that "the interests of the Dominion must not be sacrificed for any local interests of the City of St. John or any other port."

Unfortunately the integrity of the national railway has not been preserved. The road has been virtually handed over to the control of the Grand Trunk, and is made an appendage to that system. In regard to their motives, there is nothing to choose between the two company routes. Both are absorbed in the advancement of their own interests, as all private railways are. This journal has had to oppose the subsidies of the Canadian Pacific in times past, and may have to do so again. But there is no reason to suggest that the Grand Trunk is a more disinterested friend of the national railway than the Canadian Pacific. It was, or is, or will be. The kind of an ally which allows the Intercolonial a 375-mile price for a 200 mile haul is an ally for revenue only. The Canadian Pacific and the Grand Trunk are rivals of each other, and neither of them need be treated as an ally or as a rival of the Intercolonial. The Government railway is in a position to change trade with them both, and should be neutral as between the two.

But while it may not be a matter of public concern whether the Canadian Pacific or the Grand Trunk wins in the struggle which Mr. Blair is waging in the apparent interest of the last named railway, it is a serious matter whether the Canadian winter export trade shall all be sent back to foreign ports. To the World newspaper this may appear to be a purely local matter. We venture to believe that it is a larger question. From all over the Dominion satisfaction has been expressed that at last a beginning had been made in curtailing this winter traffic. The rejoicing was not especially in the interest of St. John. It was rather an expression of national gratification that one more step had been taken in winning Canada for the Canadians. If this good work should now be undone St. John will not be alone in its disappointment, though it must be the nature of things be the greatest sufferer.

The editor of the World should call to mind also the fact that the railway which it calls enemy of the national line has its Atlantic terminus in the United States. Its western connections are also in that country. The Grand Trunk is not an ally of the Intercolonial in providing freights for export. It has its own port in Maine for that purpose. For such purposes it does save the Government road it claims only half the rate per mile that it allows for itself. It is an ally for the purpose of obtaining traffic from the Intercolonial, as any road would gladly be if it this traffic is destined for the far Canadian west. It is sent forward by United States connections.

This journal sees no objection to the strengthening of Mr. Blair's hands by the World, when Mr. Blair is "upholding the integrity of the railway system." But Mr. Blair is only upholding the supremacy of the Grand Trunk and in doing this is driving the Canadian winter trade into foreign channels, we should rejoice to see the World giving its help in the cause of Canada and its winter port.



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BRITAIN'S POSTAL REVENUE.

A Profit of Three and a Half Mill. Hon Postmaster for the Year Ending March 31.

London, Sept. 6.—The British postal report shows a profit of £3,500,000 for the year ending March 31. The weight of the letters and post cards despatched to Canada and Newfoundland shows an increase of 5000 pounds. In circulars, books, packets, patterns and newspapers there was an increase in weight of 24,500 pounds. From Canada and Newfoundland to Great Britain the increase in weight of letters and parcels received was 23,300 pounds. The increase in Imperial penny postage will not become known until the end of December. The profits of the Bank of British North America for the half year have been announced as £28,887. During August the emigrants to Canada numbered 2365 English, 137 Irish and 278 Scotch.

FIRE AT MARKHAM.

Mr. Monkhouse's Lumber Yard Burned Involving Heavy Loss. Markham, Sept. 6.—(Special).—At 1:15 o'clock this morning fire was discovered in the lumber yard of Mr. John Monkhouse, and before it could be subdued about \$3000 worth of damage was caused. A large quantity of coal was consumed, together with lumber, engine house, etc. The cause of the fire is a mystery, and great sympathy is expressed with Mr. Monkhouse in his loss.

Ontario Ladies' College.

The Ontario Ladies' College, at Whitby, will reopen on the 15th, work will be assigned to students on the 8th, and the regular class recitations will begin on the 11th. At least 112 resident students are expected to enter, with several to be heard from, making the attendance of boarders for the first quarter the largest in the history of the college. There is one feature in connection with the literary work of the college that is deserving of special mention, and that is the attention given to the requirements of each individual student; in other words, no student is kept back in any one subject because she is deficient in some other subject. In the same department as to the schools they have attended, and the class of work they have been doing, and studies are assigned them according to the information received. After one week or ten days' testing in the regular class work, each student's list of studies is again considered and her rank fixed in an intelligent manner. The arrangement of studies entails more work upon the teachers in charge, but it gives universal satisfaction to parents, as they know that their daughters will be promoted in any particular subject in which they are entitled to promotion.

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A Good Dinner

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