The Toronto World.

VOL. II, NO. 200. FRIDAY MORNING, SEPTEMBER 9, 1881. PRICE ONE CENT.

Advertisements of "Situations Wanted," will be published free. Other condensed advertisements, such as "Help Wanted," "Properties for Sale," "To Let," "Boarding," "Lost or Found," "Miscellaneous," will be published for 10 cents for one insertion, 25 cents for three insertions, 50 cents for a week, $1 50 for a month for twenty words.

SITUATIONS WANTED.

A RESPECTABLE YOUNG WOMAN WOULD like to do house-cleaning, washing or ironing; has best of references. Enquire at 95 Queen street west.

AS MILLER—NINE YEARS EXPERIENCE IN England and Canada, married man. State wages. S. WALDOCK, Burton

AS HOUSEMAID BY RESPECTABLE young woman; would go away with a good American family. Box 52, World office.

AS SALESMAN IN A GROCERY, WHOLESALE or retail, by a single man of experience; good references. Address Box 66, World office.

A SITUATION AS BOOK-KEEPER—BY A young lady who possesses a thorough knowledge of the art. Address L. C., 87 Nottingham eet, Guelph.

AS ENGINEER—OR TO TAKE CHARGE OF plumbing, gas and steam in some large institution or hotel; first-class mechanic and first-class eferences. Address 110 Bolton street, city.

A YOUNG GIRL 18 YEARS OF AGE WISHES employment from 9 a.m. to 6 p.m. daily, as housekeeper, nurse, or at any light work. Address Box 48, World office.

AS BOOKKEEPER—BY A YOUNG MAN; three years' experience. Best of references; mal salary. Box 62, World office. 6

A YOUNG MAN, ADVANCED A YEAR, DESIRES a situation as pupil in an architect's office. F. S., 350 Parliament street, city.

A CLERGYMAN'S SISTER WISHES FOR AN engagement as governess, housekeeper, or any place of trust; teaches English, French and music; ten years' experience in tuition. Address ALPHA, care of MRS. HENRY, 20 Queen street east.

AS ENGINEER—IS USED TO ALL KINDS OF steam fittings or engines; good references if required. Apply 8 Maitland place, Toronto.

A RAPID AND EXPERIENCED SHORT-HAND writer desires a situation as corresponding clerk or reporter. First-class city and other references. G. H. S., 43 Richmond street east.

A BOY ABOUT 14 YEARS OLD, ANXIOUS TO learn farming, wishes employment in the county. 4

AS CUTTER—BY YOUNG MAN STRICTLY temperate; practical tailor; open for immediate engagement; seven ye rs' experience; will fill up time on bench if required. Address Box 72, World office.

BY A YOUNG MAN—SITUATION AS SALESMAN or clerk. Address F. GRAY, care Capt. Weston, 622 Yonge street.

BY A YOUNG MAN, 17, TWO YEARS EXPERIENCE in the grocery business references from present employer. Box burne.

BY YOUNG MAN—SITUATION IN WHOLESALE SALE druggist's or general merchant office r store; 13 years' experience; small salary. Address Box 119, World off

BY A WIDOW—NO CHILDREN—TWO ROOMS—Central. Rent moderate. Box 13. We ld office.

SITUATION AS WORKING HOUSEKEEPER—good plain cook; married woman. Good city references. Address by letter, MIS. H., No. 1 Trinity street.

TO EXHIBITORS—EMPLOYMENT AS CARETAKER, &c., by a sober, trustworthy man; first-class references. Address Box 145, World office.

YOUNG MAN WANTS EMPLOYMENT OF any kind, such as porter, packer, caretaker or any place of trust; is very willing and obliging, and never indulges in strong drink; first-class references. Address HENRY RUSSELL, postoffice, city.

HELP WANTED.

AGENTS

Visiting the Exhibition would do well to call and see our fast-selling subscription

BOOKS and BIBLES.

OBERHOLTZER & CO., 39 King street west.

IMMEDIATELY—SEVERAL

MACHINE OPERATORS

(N. Y. SINGER).

Good wages, easy work, steady employment. Apply at 39 Wooisley st., off Denison ave. 4561

BOYS WANTED.

Wanted immediately, three good smart boys. Apply between one and two o'clock this afternoon to

J. G. McLean, World office.

ROUTE BOY WANTED.

Boy wanted immediately for city route. School-boy preferred. Apply between one and two this afternoon to

J. G. McLean, World office. dtf

A GENERAL SERVANT. APPLY AT 218 Wellesley street. Bring references. 4

A GOOD GENERAL SERVANT IN A SMALL family; girl from the country preferred. Apply immediately 106 Yonge street, Yorkville. 3

BOY AT CONFECTIONERY STORE, 221 YONGE street. 3

GOOD GENERAL SERVANT WANTED; BEST wages given; a good home to a steady person. Reference required. 303 Jarvis street, a few doors north of Gerrard. 3

GIRLS—IMMEDIATELY—FOR HAND WORK. CROMPTON CORSET CO. 23456

GENERAL SERVANT—FOR SMALL FAMILY. City references required. 18 Rose avenue. tf

GENERAL SERVANT — GOOD WAGES. Apply, with references, to MRS. DENT, 18 Gerrard street west. 234

SMART BOY TO LEARN STEREOTYPING. F. DIVER & Co., 14 King street east. 5

TO BLACKSMITHS—TWO — IMMEDIATELY — one horseshoer, one carriage-ironer, at JAMES JOHNSON'S, Newton Brook, Ont. 612345

APARTMENTS WANTED

IMMEDIATELY—BY TWO LAW STUDENTS—A large double room, well furnished; central location. Address Box 41, World office. 4

SPECIFIC ARTICLES.

A THING OF BEAUTY IS A JOY FOR EVER! Send your photograph (any type) with name and address, and get a Beautiful Gold-Plated Locket, one inch in diameter, containing your likeness elegantly painted in oil, by a first-class artist, all without a lifetime. ONLY $2 FOR LOCKET, WITH ONE PORTRAIT, or $3 FOR LOCKET, WITH TWO PORTRAITS. Photos returned. Address J. E. YOUNG, Miniature Portrait Painter, 134 Adelaide street west, Toronto. o

DRESS PLAITING BY STEAM IN A SUPERIOR manner. 2 Revere Block, 149 King street, west. Opposite Windsor Hotel. 135

FOR LADIES' FINE LEATHER AND PRUNELLA Goods, go to J. BUTLER 4 Rossin Block.

FOR THE BEST VALUE IN ALL KINDS OF Boots and Shoes, go to J. BUTLER'S, 4 Rossin Block.

FOR CHILDREN'S SOLID LEATHER SCHOOL Boots, go to J. BUTLER'S, Rossin Block.

J. MESCALL, MANUFACTURER OF FINE perfect-fitting shirts, and dealer ingents' furnishings. 2 Revere Block, King street west, Opposite Windsor Hotel.

PROPERTIES FOR SALE.

AGRICULTURAL HOMESTEADS FOR SALE—Some of the finest farms in Canada. Rare chance to purchase. Apply to E. R. REYNOLDS, 66 Shuter street, Toronto. 561

FOR SALE—FINEST BUILDING LOT ON Ontario street, north of Wellesley, 52x132 feet, surrounded with buildings; street block-paved; only $25 a foot. Apply at 23 Homewood avenue. tf

FOR SALE—MANITOBA LANDS—TWO choice pieces of farm land, well situated, at a great bargain. P.O. Box 795, Toronto. 234561

CITY AND FARM PROPERTY FOR SALE—Easiest terms or exchange. J. JACKSON, Land and Loan Agent, 6 King street east. 456

PERSONS HAVING LANDED PROPERTY FOR sale in or about Winnipeg will please communicate with Box 336, Toronto. 234

PROFESSIONAL CARDS.

A. M. MACDONALD, BARRISTER, ATTORNEY, Solicitor, Conveyancer, etc. Office—Union Block, Toronto street. 1y

BULL AND MORPHY, BARRISTERS, ATTORNEYS-AT-LAW, solicitors, &c., off Court house, Toronto. H. E. MORPHY, B. A. T. H. BULL, M. A.

MOWAT, MACLENNAN & DOWNEY, BARRISTERS, Attorneys, Solicitors, etc., Proctors in the Maritime Court, Toronto, Canada. OLIVER MOWAT, Q. C., JAMES MACLENNAN, Q. C., JOHN DOWNEY, THOMAS LANGTON, DUNCAN D. RIORDAN, Offices 82, Queen City Insurance Buildings, 24 Church street.

MMURRICH, HOWARD & ANDREWS—OFFICE: corner King and Yonge streets, over Dominion Bank. Barristers, Attorneys, &c. Winnipeg: WALKER & WALKER; office, temporarily, Government Buildings. Hon. D. M. WALKER, W. B. MMURRICH, M. A. G. R. HOWARD, G. F. A. ANDREWS, G. H. WALKER.

N. PEARSON, DENTIST, No. 2 KING STREET west, Toronto.

O'SULLIVAN & PERDUE, BARRISTERS, ATTORNEYS, Solicitors, Notaries, etc., etc., etc. Offices—72 Yonge street, next the Dominion Bank. D. A. O'SULLIVAN. W. E. PERDUE.

T. C. JOHNSTONE, Barrister, Attorney, Solicitor, Proctor, etc. 31 King street East, Toronto.

ROSE, MACDONALD, MERRITT & COATSWORTH, Barristers, Attorneys, Solicitors, Proctors and Notaries Public, Union Loan Buildings, 28 and 30 Toronto street. J. E. ROSE, J. H. MACDONALD, W. M. MERRITT, E. COATSWORTH, JR.

J. W. LEE-BEVIN, BARRISTER, ATTORNEY, SOLICITOR, etc., etc., 5 Toronto street.

W. C. ADAMS, L.D.S., SURGEON DENTIST, No. 32 King street east, Toronto. Best Mineral Teeth inserted in a manner to suit each patient. Strict attention given to all branches of the profession. Office hours from 8 a. m. to 6 p. m. Private residence, 208 Seaton street. A. W. Spaulding, Assistant. d

ORDERED CLOTHING.

FINE ORDERED CLOTHING.

Our stock of Serges and Summer Tweeds is the largest and finest in the City.

A perfect fit guaranteed or money refunded.

PETLEY & CO.

GOLDEN GRIFFIN,

128 TO 132 KING ST. EAST.

AMUSEMENTS

ROYAL OPERA HOUSE!

King St, between Bay and York Sts.

JAS. FRENCH, proprietor; J. C. CONNER, manager

TO-NIGHT! TO-NIGHT!

The successful Irish drama,

MY GERALDINE,

With all its Original Scenic effects, including the instantaneous change to

GRAY NUN ABBEY.

REMEMBER MATINEE TO-MORROW.

Prices 25, 50 & 75 cts. Matinee 25 and 50 Cents.

Box office open from 8.30 a.m. until 5.30 p.m. All next week—"THE GALLEY SLAVE."

ZOOLOGICAL GARDENS

Corner of York and Front Streets.

Open every day from 10 a.m. to 10 p.m.

Upwards of 150 Living Animals, Birds, Fish and Reptiles.

BAND AFTERNOON AND EVENING.

Adults 15 cents. Children, 10 cents

MISCELLANEOUS.

I. O. O. F.

The Grand Secretary's Office,

42 KING STREET EAST,

will be opened during the Exposition to be held in Toronto 5th to 17th instant, from 8.30 a.m. till 9 p.m., as a bureau of information for Oddfellows.

Small baggage may be checked, and valuables placed in the vault during the daytime. Information concerning hotels, cabrates, objects of interest, etc., will be cheerfully given. Writing materials furnished, etc.

345 J. B. KING, Grand Secretary.

THE REGATTA.

CITIZENS' REGATTA.

SPECIAL ANNOUNCEMENT.

The Committee of the Citizens' Regatta desire to notify the public that if at all possible the remainder of the Races will be rowed at 9.30 a.m. sharp, TO-DAY (FRIDAY).

By order Regatta Committee.

P. B. BALL, Hon. Sec.

EDUCATIONAL

CITY MODEL SCHOOL

The Toronto City Model School will open on

TUESDAY, the 13th Inst.

Students will assemble in York Street School at 9 a.m.

JAMES L. HUGHES, P. S. Inspector.

HAIR GOODS

PUBLIC NOTICE—1881, EXHIBITION, 1881—First prize, 1880—PARIS HAIR WORKS 105 Yonge street, Toronto. The leading manufactory of all the latest styles in HAIR GOODS: the SARATOGA WAVE for ladies, Sarah Bernhardt Laquets and Frizettes, La Belle Wave, Switches, Wigs, Rang Nets, etc. On account of the great increase of my business and the large number of orders in hand, it will be impossible for me to exhibit this year. I invite the public to call. Illustrated circular on application. A DORENWEND, Prop

FINANCIAL.

MONEY TO LOAN AT 6 PER CENT. MORTGAGES and other securities bought. Notes discounted and collaterals taken in sums from $10 upward. J. DAVIS & CO., 46 Church street.

6 PER CENT. MONEY TO LOAN, WITH PRIVILEGE of paying back in instalments. J. JACKSON, 6 King street east.

BOOKS AND STATIONERY.

1881 EDITION, DR. CHASE'S RECIPES, or Information for Everybody; 800 practical receipts, greatly enlarged and improved. $2.25. W. R. BRIGHT, bookseller, Toronto. 456

SECOND-HAND BOOKS,

SCHOOL & COLLEGE BOOKS CHEAP

At the Dominion Book Store,

292 YONGE STREET.

5612345

MAP OF MUSKOKA

And Parry Sound District, showing the route of the Canada Pacific Junction railroad. Very useful to intending settlers and tourists, showing villages, post-offices, churches, hotels, roads, mills, schoolhouses, etc., throughout the districts. Mounted on rollers and linen, $1 50. Folded in neat board cover for pocket use, 75c.

WILLING & WILLIAMSON, 7 and 9 King street east, Toronto.

FANCY GOODS.

SPECTACLES

EYE GLASSES.

C. POTTER, Optician,

31 KING STREET EAST, TORONTO,

Makes a specialty of giving an easy fit, so that they will not tire the eye. 30 years' experience.

SHIRTS

THE PARAGON SHIRT

First Prize.)

HAVE NO OTHER

LEADER LANE, Toronto.

—The Toronto Turkish Baths, 283 Queen street west, are open every day from 7 a.m. to 9 p.m.

THE CITIZENS' REGATTA.

ONE RACE AND A GOOD DEAL OF CONFUSION MARK THE SECOND DAY'S SPORT.

The Citizen Defeats the Ladies of His Regatta—The Four-Oared Race Rowed off with Many Protests—Large Attendance of People.

The second day of the Citizens' Regatta did not turn out satisfactorily. At five o'clock the four-oared race was rowed, but it was not until many hours afterwards that the referee gave his decision. No other race was called, and it is not surprising therefore that the citizen at large last night bewailed the fate of his regatta. "The regatta," said he, "has already extended over two days, and only one race has been rowed, and that as yet remains undecided."

To make up for the loss of Tuesday the committee decided that the races should begin at three o'clock. For some time before that hour it had been announced that the races would come off on the course on the west side of the island. This seemed to be an understood thing by everyone. In fact the water to the west of the island was the most sheltered of any, the wind being from the east, and no other course was spoken of. The referee's boat left Tinning's wharf at ten minutes to three and went over the course. The four-oared race was set down on the programme for three o'clock, and the referee, after the course had been surveyed, expressed his opinion that the water was not too rough for this race. Strange to say, however, it did not come off till five o'clock, unfortunately necessitating the postponement of all the other races. How was this? was the very natural enquiry of everyone last night. Could the race have been rowed at three o'clock, and was the weather suitable? Or was the fault in the arrangement of the managing committee? After the disappointment of Wednesday one would expect to see no further postponement of the races unless such a postponement were absolutely necessary. If the race could have been rowed at all at three o'clock, it was thought it would certainly come off at that hour. The water at three was in the same condition as it was two hours later, when the race did come off, and had the oarsmen been in their places at the former hour they could have rowed as well as they did at five o'clock. They were not, however, in their places at the time announced, and it was evident to all who viewed the races that the committee's arrangements for holding them were not the most perfect. The regulations announced that a gun would be fired from the starter's boat half an hour before the starting of the race, to get the men ready. No such gun was fired, and the crews were notified to take positions by the referee's boat steaming round to Hanlan's wharf and sending a messenger to personally communicate the fact to them. Was this circuitous method necessary when the simpler one that was announced on the programme might have been followed? According to the programme a gun should have been fired off from the starter's boat at 2.30—that is, supposing the referee then considered the water was suitable for rowing. The inference to be drawn from this fact is either that the water was unfit for the race or else the committee's arrangements were deficient as far as starting the race was concerned. After leaving Hanlan's wharf the Luella steamed to the Toronto rowing club to bring over the shells for the double-scull race. If it had been decided before two o'clock that the races were to take place at the island, why was it left till four o'clock to take these shells across? The shells could not be got on the Luella and they were towed over by the "Egyptian Wonder." At about twenty minutes to five the Luella was on the course again, and orders were given for the crews to get in line. Considerable time was spent in getting the course cleared. An innumerable legion of small boats lined the west beach of the island. On the other side of the course were a large number of yachts, and steamboats of all descriptions. Many of those who occupied the small boats encroached on the course, and Major Draper was obliged to steam up and down and drive the fleet in towards the shore. A great many boats hung round the starting point and obstructed the free action of the officials superintending the races. While matters were in this unsatisfactory condition the referees cried out to the crews that "each crew could turn whatever way they liked, at their own peril." This was a regulation overriding one that appeared in the printed programme, to the effect that each crew must turn their own buoy, and that any contestant breaking this rule would be disqualified. Mr. Good several times gave notice of this change in the regulations, but as the wind was pretty stiff and as many of the crews were a long distance off, it is certain some of them did not hear him. He further told Major Draper to inform the crews that this change had been decided on. After the race had been rowed, and when the Nova Scotia crew came up to protest that they had received no notification of a change in the printed regulations, a World reporter interviewed Major Draper to enquire if he had notified the various crews. He said he did tell two or three of them, but not all, as he had understood from Mr. Good that he (Mr. Good) had thoroughly informed the crews himself, and that he wanted him (Major Draper) to repeat the order as a mere reminder. Subsequently Mr. McNaught, who was in the same boat with Major Draper, said that he had informed every crew of the new regulation. This, of course, is contradictory with the statement of Plaisted, who, representing the Nova Scotia crew, came up to officially inform the referee that he had not been apprised of any change in the regulations.

THE FOUR-OARED RACE.

Shortly after 5 o'clock, when the men were called to position, the following crews came forward:

Celtic (F. Kull) of Buffalo, Nova Scotia of Halifax, Queen City of Buffalo, Nagle-Lee of United States, Celtic (*Celtic*) of Buffalo, and Toronto of Toronto. They took up positions in the order above mentioned, the Celtics (F. Kull) being nearest the shore, and consequently having the best water. The gun was fired, and a good start was made. Immediately after getting away, however, the Queen City and the Nagle-Lee crews fouled, and the former retired from the race. The Nova Scotia crew struck out at once and took the lead, pulling a fine regular stroke of 40 to the minute. The Toronto crew made a good show for the first five minutes, and at one time occupied second place, but they fell back and continued to lose ground for the rest of the race. They came in last. It was claim that they and the Nova Scotians were the only ones to round the buoy. Beyond question the Nova Scotia crew were the first to turn, and considering the fact that they led easily from the start up to the turning point, it was a matter of surprise to see them fall back to the inferior position they did. No sooner had they turned than the Celtics (*Celtic*) held the leading position. Mr. T. G. Patteson, who was on the referee's boat, was of opinion that the Nova Scotia crew would have been 50 yards ahead if they had made a proper turning. The question naturally arises whether their misfortune at the turning buoy arose as Plaisted claims, from ignorance of the change of regulations regarding the turn, or whether it was due to a want of skill. Certain it is they shipped a lot of water about the turning point; and while the other crews were pulling alight and main on the home stretch, one of the Nova Scotians had to give up rowing for many minutes and bail out water from the shell. Was the shipping of this water, probably taken in on turning, the cause of the crew's falling back? In the meantime the Celtics (*Celtic*), took the lead and kept it. It was again asserted that this crew gained on the Nova Scotians so rapidly through their not rounding the buoy at all. What the judges at the turning point have to say on this question will be seen further down. The Nagle-Lee crew, who, it will be remembered, fouled with the Queen City at the start, had gradually been creeping up, and although they passed the buoy third or fourth, it was not long before their excellent stroke brought them to the second place. This they easily held, and they were pressing hard on the leading crew. Had they not met with the mishap at the outset the Nagle-Lee crew would have stood a good chance for winning first money. The Celtics (F. Kull) passed the winning point third, the Nova Scotians fourth, and our own Toronto club last. Immediately after the race several of the crews came up to the referee's boat and made protests. Mr. Good said he would not decide the race until he conferred with the judges. It was now six o'clock, and the referee decided that no more races should be called. Upon this becoming known the various boats began to make for home, and the regatta-loving citizen of the Queen City soon regained *terra firma*, with his faith considerably shaken in Regattas.

The weather yesterday was delightfully cool on water, and had the breeze been a little less demonstrative the races would have been rowed under fine auspices. The smoke of the bush fires had almost all cleared away, and objects were visible at a considerable distance. It is a very unfortunate circumstance that the regatta has only advanced through one race as yet. If it were possible for boats to row yesterday, in our opinion the races should have been called; for the success of aquatic sports will depend to a great extent on disappointing the public as seldom as possible. The amateur regatta at Hamilton this summer was conducted with the greatest efficiency and regularity, and anyone who witnessed those races and the regatta yesterday could not fail to notice the superior management of the former.

THE REFEREE DECIDES NO RACE.

At 12 o'clock the referee gave the following written decision:

QUEEN'S HOTEL, TORONTO, Sept. 8, 1881.

Having taken into long and deliberate consideration all the circumstances surrounding the four-oared race to-day, and in view of the various complaints, protests and objections, and the very serious misunderstanding regarding the method of turning the buoys, I have decided to declare it no race, and therefore order it to be rowed over again at such time as may be named by the committee in charge of the regatta.

H. J. F. GOOD, Referee.

CRITICISM ON THE DECISION.

The friends of the Buffalo men think they won the race fairly, and are greatly annoyed at the decision of the referee. Moreover, they think that a job was put up to fool them out of the race. Ald. Quinn, one of their backers, told a World reporter this morning that from $100 to $5000 would be at once forthcoming to back the Celtics against any of the crews they rowed with yesterday. Ald. Quinn says the Celtics will not row the race over again, as they consider that they have already won it.

THE WORLD'S OPINION

in brief is that the Halifax men led all the others to the turn; that from the turn the Celtics led, and that they rowed away from all the others thereafter, and that they came in ahead by several lengths. If anybody was entitled to first money it was they; and if any "misunderstandings" occurred it was not their fault.

BUSH FIRES IN MICHIGAN.

Terrible Ravages—Counties Burnt Over—Sixty Lives Lost.

It is impossible for the liveliest imagination to picture to itself the horrors which region throughout the Saginaw valley and over the Huron peninsula. The region has been swept by forest fires, but each seems to have left fuel enough for another, or prolific nature has supplied the material between times. The present visitation is more horrible than its predecessors, because the country is now more settled and there are more lives and property to destroy. On Tuesday an ocean of flame swept over a vast region and overwhelmed everything in its path. Six great counties—Tuscola, Huron, Sanilac, Genesee, Montcalm and Ottawa are a region bigger than many European kingdoms, have suffered. The villages of Port Hope, Bad Axe, Verona Mills, Charleston, Minden, Forestville, Richmondville, Anderson, Deckerville, Tyre and Ubley are laid in ashes. The harvested crops stored in the barns stood the ordeal and farm houses wiped out. Fifty to sixty lives are known to be lost. They are finding the poor creatures dead in cellars, wells and root-houses. There is not much left of the railroads and telegraph lines, and even the waggon roads are impassable, so that only a portion of the truth has been ascertained.

A Detroit despatch says that public offices were closed yesterday and meetings were held in all the churches. Prayers were offered for the recovery of the president and the relief of persons suffering from devastation by fire. At noon a public meeting of citizens convened to take steps for the relief of sufferers. Subscriptions of over $6000 were taken, and soliciting and disbursing committees appointed. A heavy rain visited Detroit and the city on Wednesday, lasting through the night.

In Millington township, Tuscola county, twenty-one families are homeless. In Denmark, Guilford and Tuscola townships, in the same county, twenty or thirty families are burned out and acres of timber and crops and miles of fences are burned. In this vicinity the fires are chiefly confined to Buena Vista, Blumfield, Bridgeport and Birch Run townships on the east, and Kochville and Saginaw town on the west, in all of which numbers of buildings and large quantities of property are swept away. The Indian settlement below Saginaw, surrounded by a dense forest, is reported burned and doubtless a number of lives lost, as there were thirty families there and no possible way of escape. Heavy fires in Isabella county are doing much damage.

An appeal for aid is being telegraphed all over the union. Boats have been chartered to take medicine, food and clothing to the sufferers. It is believed that thousands of families are homeless and destitute. Thousands of horses and cattle were burnt in the fields. The bodies of 16 persons have been found near Deckerville. Whole families were burned or suffocated in cellars and wells, where they took refuge. The names of ninety-six victims have been received.

LATER.—The appeal to the public states that reports are received of over two hundred persons burned to death, and probably twice that number have perished. In twenty townships scarcely a house, barn, or supplies of any kind are left, and thousands of destitute people require immediate assistance.

The damage in Tusala county is $200,000. A water famine exists in some sections. Twenty bodies were taken into Cass city to-day. The distress and devastation are appalling; whole families are lost, and those saved huddle together in crowds or wander off alone half crazed.

THE WAR OF RATES.

Meeting the Heavy Cut by Vanderbilt's Lines—Slaughtering the Local Rates.

CHICAGO, Sept. 8.—The Pennsylvania, Baltimore and Ohio, and Grand Trunk roads yesterday met the heavy cut by Vanderbilt's lines. The Pennsylvania road made a cut to New York and Boston, the Boston and Ohio and the Grand Trunk only to New York. The Grand Trunk announces that it will to-day make a $5 rate to Buffalo and a $9 rate to New York by the Erie from Buffalo or via Boston. It will sell tickets to Boston and return, good for 30 days, for $10. It is stated that the Grand Trunk will, in retaliation, transfer the Montreal line Pullman cars from the Michigan Central to the Grand Trunk. The action of the Vanderbilt lines also invites retaliation from the Erie, as the former's rebate tickets to New York are good only by way of the York Central. It is expected that the Erie will go into partnership with the Grand Trunk. Local rates to-day will be slaughtered at many points. The Pennsylvania company is subject to an arbitrary rate of $8.75 between New York and Boston.

CRYING HALT TO A TRAIN.

THE BOLD ROBBERS OF MISSOURI AT WORK AGAIN.

The Track Blockaded, the Express Car Plundered and Passengers Relieved of Their Valuables—Wild Conduct of the Desperadoes—A Thousand Men Pursuing Them.

INDEPENDENCE, Mo., Sept. 8.—Masked robbers stopped the Chicago and Alton western mail train last night two miles west of Gundell by waving a single lantern. The robbers had also piled a great quantity of stones and logs on the track, sufficient to wreck the train. The robbers were heavily armed, and when the train stopped the leader shouted, "Now, men, to your work. Fire!"

At the word the air was filled with the noise of discharging firearms. Shots succeeded one another with such rapidity that train-men and passengers imagined the attacking party to be in overwhelming numbers. The effect of the firing rendered the passengers and engineer an easy prey to the brigands. Before the first shock was over a number of robbers took possession of the train, shooting being all the time vigorously carried on.

The engineer, fireman, and brakeman were driven into the woods. The conductor offered resistance, but was soon overpowered and compelled to run for his life. A few thieves boarded the passenger cars, drew and cocked their arms, covered all the exits and ordered everyone to refrain from making a single movement at the peril of their lives. There was absolute compliance with the order.

Two highwaymen then boarded the express car. The express messenger made a bold stand and refused to yield although the muzzles of two revolvers were against his temples. The thieves knocked him down and pounded him until he was unconscious; then they rifled the car, throwing out everything valuable and movable. They filled the key-hole of the safe with explosives, blew it open, and from the safe they secured many valuables and money estimated at $30,000.

The work on the express car was done quickly and with uncommon skill. Trained confederates outside carried the booty swiftly away.

The robbers then went from the express car to the passenger coaches; the passengers were ordered to hold up their hands, and the robbers emptied the pockets of every passenger of valuables.

FURTHER NEWS OF THE AFFAIR.

The spot selected for the deed is in a dense wood two miles from any habitation. The train ran to Kansas City and gave alarm, when the chief of police started with fifty men on horseback. A special train with a posse also went to the scene. Large bodies of men are being sent out from all points in every direction. The whole country is aroused and intense excitement prevails. The leader of the party answers to the description of the leader of the party that robbed the Chicago and Rock Island train at Winston on July 17.

It is stated that the robbers numbered twelve to sixteen, armed with Henry rifles. They made the ladies sit on the car floor and took their earrings and jewellery. One man lost $450. Freight train was coming up behind, when Frank Burton, a brakeman, ran down the cut with a storm of bullets after him, stopped train and probably saved many lives.

After the cars were gone through the robbers jumped off and struck for the timber, where their horses were. The men in front helped the train men to roll off the obstruction and then joined their companions.

When the robbers were firing at Burton, the engineer said, "For God's sake don't shoot the boy; he is saving the lives of these people." One robber threw up his arms and cried, "Stop shooting."

Burton rolled into the cut, waved his lantern, and the freight train stopped only a car-length off.

THE ENGINEER'S STORY.

Foote, engineer of the train robbed, says: Between three and four miles east of Independence is a deep cut, over which the Missouri and Pacific track crosses the Chicago and Alton, and it was just before entering the deepest part of this cut that I saw a pile of stones, probably five feet high, on the top of which was a stick with a red rag attached. Behind stood the leader of the robbers. I stopped and was approached by four of the gang besides the leader, who said, "Step down off that engine and do as I tell you or I will kill you." He then told me to get the coal-pick, which I did after some parleying, but as a revolver was pointed to my head I could not refuse. They then marched me and Steading, the fireman, to the express car and told me to break the door down, which I did. The messenger, Fox, had hidden in the weeds by the roadside, but they swore they would kill me if he didn't come out, so I called for him and he entered the car with two robbers, who forced him to open the safe and pour the contents into a sack. They were disappointed at not getting more booty, and knocked Fox down with the butt-end of a revolver, cutting his head fearfully. They then marched us to the coaches, where they kept us covered with revolvers while they robbed the passengers. After the last car was gone through they marched us back to the engine, when the leader said, "Now get back there; we will remove the stones; you have been a bully boy and here's a little present for you;" and he handed me two silver dollars. I told them I would remove the obstruction, and the entire gang skipped up over the embankment and were out of sight in a twinkling. What was taken from the express car was put into a two-bushel sack, which was nearly full of watches, money and other valuables.

THE PEOPLE RISING EN MASSE.

ST. LOUIS, Mo., Sept. 8.—The governor has issued a proclamation calling upon the people to rise en masse and exterminate the train robbers. He has gone to Kansas City to consult the authorities of Jackson county. Fully 1000 men are organized into posses from Kansas City, Jackson, Lafayette, Clay, Ray, Clinton, and Saline counties, and are now in the field under command of sheriffs and marshals.

KANSAS CITY, Sept. 8.—Information has reached here that the chief of police with a posse has captured six of the train robbers.

ENGLAND'S CONDITION.

Lord Derby Full of Hope—A Temporary Fluctuation in Material Prosperity.

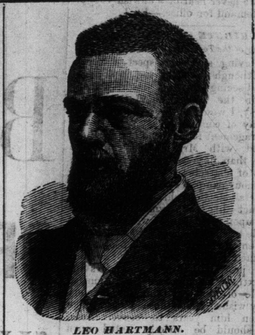
LONDON, Sept. 8.—Lord Derby at Southport yesterday referred to the condition of England in connection with the opinion that our agriculture is to be destroyed by American competition, and our trade by protective duties. He did not agree with these views. Our material prosperity had received a check, but it was only such a temporary fluctuation as individuals or nations are subject to. Nature had been against us, but there was no reason to suppose our climate had permanently changed, and he believed the land would likely be profitable. He looked upon our trade position and prospects as favorable. Thirty-five millions of industrious and ingenious people, with unbounded capital and with connections in every part of the globe, are not easily dislodged from the industrial position they have secured.

The Fanatical Tribes of North Africa.

PARIS, Sept. 8.—The Temps says that French diplomatists have become convinced that Morocco is unable to restrain her fanatical tribes, and the sultan's authority is nil in over one-half his dominions, especially south of the Atlas mountains. His agents assure the people that he will protest against the entrance of French troops into any part of his nominal dominions.

Stock Sale at the Experimental Farm.

GUELPH, Sept. 8.—The annual stock sale of the Ontario experimental farm was held to-day and was a great success. A large number of buyers were present from all parts of Canada and many from the United States.



LEO HARTMANN.

The above admirably-executed portrait is a representation of the notorious Russian Nihilist and czar-slayer, Leo Hartmann. This man, who has passed through more strange vicissitudes during his life than, in all probability, has any other man on the face of the earth, has recently been and we believe still is on this continent. He first came to the United States, and believing that a country which was founded on principles of pure democracy and equality would never deliver him up to the tender mercies of the Russian government, he was most outspoken as to his position amongst that dreadful body of conspirators, the Nihilists, and as to the objects of the body itself. That they were firmly resolved to resort to assassination and terrorism he made no secret of; that he himself had fired a dynamite mine near Moscow, under a train on which it was supposed the czar was, and in doing so hurled some twenty of his fellow-beings into eternity, he confessed and even gloried in; that he was in all the secrets of those who have so often tried to kill Alexander II, and that he was one of those who planned and helped to carry out the plot by which that ruler was blown to death, he boasted; and that he would repeat the same dreadful deed no matter how many innocent souls were sent to hell or heaven, he declared with pride. Owing to this openness it was whispered that Mr. Hartmann would very likely be extradited at the request of Russia, whereupon Mr. Hartmann incontinently kicked up his heels and fled—it is supposed to Canada. Where he is now we know not. He has been banished to Siberia and escaped after suffering untold hardships and travelling thousands of miles on foot; he has been hunted by the Russian police and a reward set on his head; he has dared many evils and faced great dangers, so that wherever he may be he is certainly no worse off than he has been many times before. With him or his objects or modes of seeking freedom we have no sympathy. The dagger and the dynamite mines are not such aids to liberty as we believe will ever lead up to anything great and glorious, and we would rejoice to see him and all such as he suffer the full penalty of their crimes.

FAIR TRADE IN ENGLAND.

The Opinions of John Walter of the London Times—The Result of an Outcry.

NEW YORK, Sept. 8.—Mr. John Walter, proprietor of the London Times, has reached this city, accompanied by his wife and son. Mr. Walter is a gentleman of medium height, somewhat square figure, with clear grey eyes. When asked by a reporter about the "fair trade" movement in England, Mr. Walter said:

"It is scarcely what you could call a party, because the movement has no representatives in parliament as yet. In the great fight that was carried on by Mr. Cobden and his followers the principles of free trade were grafted into the English mind. I do not think it would be possible for any party in the English people that it is a wise thing to tax the whole nation for the benefit of the few. However skilfully you may adjust a protective tariff there must be some point at which it presses heavily upon the people, who receive no benefit whatever from it. That such a system is wrong has been adopted as a principle in English commercial legislation, and the people believe in it and uphold it.

"This prejudice, if you call it so, would I think be one exceedingly difficult to overcome. It is certainly no less strong than was the prejudice in favor of protection, and that took unremitting effort on the part of Mr. Cobden and his adherents before they could remove it—effort which was continued for many years. This fair-trade movement is, I think, chiefly the result of the outcry of a few discontented people—such as you will find in every community—and not a general feeling in any way. The question of protection, or rather of duty, must always be with us identical with that of revenue. If the revenue should fall short then a duty might be imposed. For example, a duty on French wines. I have always been myself in favor of the shilling duty on clarets. It would not be protection in any sense of the word, because there are no Englishmen making claret. It would, however, be a duty which would largely add to the revenue, and being purely a customs tax and not a protective duty would not interfere with the principle in commercial legislation of which I have spoken.

"What has been the effect of the importation of American meat?

"Not very much yet. We had some time ago a cargo of mutton brought from South America which affected the market for a few days. Should these new cold-air ships prove a success the meat supply of England would be affected, no doubt, but so far the importations have not been large enough to make any great difference in prices."

THE PRESIDENT.

A Favorable Change in His Condition—Marked Improvement Yesterday.

President Garfield has taken another turn for the better, and the hopes of the nation are once more buoyant. The feeling in all quarters is changed from anxiety to most sanguine hope. The opinion that the president has fairly started on the road to recovery is firmly entertained.

THE OFFICIAL BULLETIN.

At the morning examination made at 8 o'clock the president's pulse was 104, temperature 98.7-10, respiration 18. He was restless and wakeful during the early part of the night, but after midnight slept well until morning. His general condition appears more encouraging.

1.30 p.m.—The president has improved considerably since morning. Pulse 94, and no signs of fever.

6:30 p.m.—At noon to-day the president's temperature was 98.4, pulse 94, and respiration 17. At the evening dressing, 5:30 p.m., the temperature was 99.1 and pulse 100. He has taken a liberal amount of food, both solid and fluid, with apparent relish.

BLAINE CABLED LOWELL

as follows: The president's rest was much broken during the first half of last night, but to-day his condition has been more favorable. He had less fever this afternoon than for several days past, and has a better pulse and an improved appetite. His surgeons are much encouraged. His comfort has been promoted by a decided change in the weather.

A Liberal Victory in Tyrone.

LONDON, Sept. 8.—The election in county Tyrone to fill the vacancy in the house of commons resulted in the election of Dickson, Liberal, over the Conservative and Parnell's candidate.

The Chi[illegible] Heresy Trial.

CHICAGO, Sept. 8.—In the Thomas trial to-day several ladies testified that Dr. Thomas said the blood of the lamb had no significance; that no sane man could believe the Bible as a whole; that endless punishment was all bosh. The prosecution have rested their case. Dr. Thomas took the stand and repeated his previous utterances regarding his statement.

THE TORONTO EXHIBITION

A RUN THROUGH THE HORTICULTURAL BUILDING.

Cool Weather—Other Attractions—The Pioneers' Log House—Speeding Horses.

Fine weather, with a cool east wind, favored the exhibition yesterday, and the