CANADIAN PACIFIC RY.

FALL WESTERN EXCURSIONS, 1891.

CANADIAN PACIFIC RY.

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CANADIAN PACIFIC RY.

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CANADIAN PACIFIC RY.

DOMINION PARLIAMENT.

An Enormous Grant of Land to a Private Railway.

The House To Be Prorogued Within a Week.

OTTAWA, Sept. 25.—Sir Adolphe Caron introduced a bill to amend the act respecting the militia and defense of Canada. He explained that the amendments provide that when the militia are called out to assist the civil authorities they must make a deposit to meet expenses involved, and where the militia are out longer than eight days the deposit must be renewed every eight days. If the militia be called out in an unorganized district the Lieutenant-Governor must make the deposit. Sir Adolphe said it was not the intention to press the bill at this session.

Sir John Thompson, in moving that the House sit to-morrow (Saturday), said that after consultation with the leader of the Opposition he was of the opinion that prorogation might be reached early next week.

Mr. Laurier added to the remarks of the Minister of Justice that he considered the Opposition had exhausted the fighting for this session, and that now there would be an era of peace, although he hoped it would not be long before war was again declared. Although there were still matters of importance to be dealt with by the House, he hoped they might be expeditiously disposed of, and prorogation, it might almost be said the blessing of prorogation, would soon be reached.

Mr. Haggart read to the House a delaration made by Mr. Peter McLaren, of Perth, in which Mr McLaren said he had read Mr. Haggart's denial of Mr. Lister's charge: "That the said Hon. John G. Haggart became and was beneficially interested in the profits of the said contract which accrued to the share thereof standing in the name of the said Peter McLaren, and has received large sums out of the said profits, and has otherwise derived direct and substantial pecuniary benefits therefrom."

The charge, Mr. McLaren said, was and is absolutely untrue, and without shadow of any foundation in fact, and Mr. Haggart's denial was true in every respect.

Mr. Laurier remarked with reference to the declaration that the honorable gentleman ought to see that an investigation would have been a better way of answering the charges than such a declaration.

Sir Richard Cartwright asked the Government how soon the award of the arbitrators between the Government and the C.P.R. with reference to the section on the Pacific coast would be brought down.

Sir John Thompson replied that he expected it at an early date.

Sir Richard said he hoped if the payment of a sum of money were called for the award that it would be submitted to Parliament and not be paid by the Governor's warrant.

Sir John replied that he thought it would be the better way to bring it to the House.

On Mr. Dewdney's motion for the second reading of the bill granting a land subsidy to the Manitoba and Southwestern Railway, Mr. Mulock, having examined the papers from the Interior Department referring to the subsidy, declared that there had not been the first hint of a guarantee that the company would get the land. The only thing was an order in Council, and that was not binding upon Parliament, yet Parliament was asked to give this vast extent of land to a railway which was completed, a road which had been constructed by the company as a private enterprise and to which Parliament was in no way bound.

Mr. Mills said the Government's promise of this subsidy was an improper and suspicious proceeding. It was made on the eve of the last general election and disposed of 400,000 acres of land to a company which had been running for some years. The Government had no more right to give away this vast extent of the public domain without the consent of Parliament than the Minister of Finance had to put his hand in the treasury and take out $1,000,000.

The bill was passed through the intervening stages and read a third time.

The House went into committee on Mr. Bowell's resolutions granting railway subsidies and passed them.

Mr. Flint called the attention of the Government to the case of certain settlers near Fort MacLeod who have been put from their holdings because they were within limits of the ranch leased to the Walroud Ranching Company since the settlers entered upon the land.

Mr. McMullen condemned in severe terms the privations to which the settlers had been subjected.

Mr. Dewdney admitted that the question involved was a very important one and one that would require attention in the near future.

Mr. Watson espoused in forcible terms the cause of the settlers.

Mr. Laurier remarked that it could be understood that in a vast territory like the Northwest mistakes would arise, mistakes of administration and mistakes of policy. It was important to keep faith with the settlers as well as the capitalist, and if injustice had been done the balance of opinion was on the side of the settler. It was manifest here that an injustice had been done by somebody. The mistake should fall upon those who made it. If the Government had made a mistake it was rich enough to make reparation.

Mr. Dewdney—An offer has been made to him.

Mr. Laurier was glad to hear that the Minister recognized the necessity for something being done. He hoped that justice would be done.

IN SUPPLY.

Sir Richard Cartwright asked how $12,000 for miscellaneous justice was to be applied.

Sir John Thompson said that part of the amount would be used in defraying the expenses of the investigation of the Tarte charges by the Privileges and Elections Committee. The two counsels who had been retained by the Government would be paid their fees, which would amount to $4,000 each. In the committee, the opinion appeared to prevail that Mr. Geoffrion, the counsel who prosecuted the inquiry, should also be paid by the country. He would communicate with Mr. Geoffrion to ascertain what the fee was.

The House adjourned at 11:20 until 3 o'clock to-morrow (Saturday) afternoon.

CATASTROPHE AT A CELEBRATION.

Terrible Explosion in Newark, New Jersey.

Eleven Persons Killed and Thirty Injured by the Bursting of a Bomb.

NEWARK, N.J., Sept. 26.—Eleven people are dead and 30 wounded as the result of the bomb explosion at the Italian celebration last night. The Italian colony residing in the neighborhood of Boyden and Nassau streets have for several days been preparing for the celebration of the feast of St. Rocco. Alfonso Illarrio, a saloon-keeper, who on account of his wealth is known as "King Alfonso," was chief mover in it. A platform for musicians was erected in a street next door to the saloon. A statue of St. Rocco was next to the platform. The houses were decorated, and at nightfall Chinese lanterns were lighted. The band played, fireworks were exhibited and a great crowd blocked the street.

THE CAUSE.

A big copper casting mortar was used for the bombs. These were filled with colored fire and shot into the air, where they burst, throwing out a shower of varicolored sparks. It was this mortar that exploded and caused all the harm. The bomb casing is about five inches in diameter and 30 inches long. About 11 p.m. a large bomb was put in the mortar and lighted. It is supposed that the bomb exploded in it. There were hundreds of men, women and children standing around watching with great expectancy. When it exploded the air was filled with the shrieks of the injured and dying. Intense confusion followed.

A platoon of police were on the scene, and they had great difficulty in preventing the frightened multitude from trampling the injured to death. The explosion is supposed to be due to an overcharge of powder.

THE VICTIMS.

The names of the dead are: Michael Anzalona, 19 years old; Charles Stewart Carolin, 12; Michael O'Neil, 13; Pasqualli Rezziano and Fred Weiss, 15; Guiseppi Yarroso and Frank Ut'er, 8; Arthur Flynn, 11; Lizzie Hughes, 18; Lizzie Murphy, 19; Henry Burgesser, 13.

Rumors were abroad that there had been dynamite in the bomb, but this is denied.

Poison on the Grape Stems.

NEW YORK, Sept. 26.—The raid begun yesterday by the inspectors of the Sanitary Bureau on grapes coated with a solution of copper used by the growers to kill insects on the vines, was continued throughout the night and is still in progress. Hundreds of crates and baskets have been seized and taken to the offal dock.

General Booth in Australia.

MELBOURNE, Sept. 26.—General Booth, of the Salvation Army, has received a perfect ovation at Bandigo and Gelong, great crowds have joined in the army's processions, and monster meetings have been held. The advent of General Booth in this colony (Victoria) has given a strong impetus to revivalism.

Gladstone on the Temperance Question.

LONDON, Sept. 26.—Mr. Gladstone has written a letter to the Temperance League, saying that the defeat of the measure introduced by the Government and practically endowing publicans, was in its first effect negative, but that it really created a movement "which has already grown powerful, and which will grow in vigor." "The present system," Mr. Gladstone adds, "is a discredit and a calamity to the country, and you can depend upon the Liberal leaders using their most earnest endeavors to alter it."

Like Magic.

Mr. M. Price, 14 Tabernacle Square, E. C., London, Eng., says: "I strained my wrist two years ago, and the pain, which lasted without intermission, yielded like magic to the application of St. Jacobs Oil."

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"SHE'S PRETTY AS A WOMAN."

The John Bullgine That is Now Flying Between New York and Philadelphia.

What the great and only Sam Carpenter calls "the John Bullgine" is gathering crowds around it every day in the Pennsylvania Railroad depot in Jersey City. It is an English locomotive of the Peacock pattern, from Manchester, England. "It is as ugly as sin," is the general verdict of those who look at it for the first time. Its plainness is its first impressive feature, for it looks like a great casting of black iron all in one piece. The smokestack and the dome and cab are all that one sees on top of it, while at the sides it seems to have one big driver in the middle, set under a curved hood, precisely like a paddlebox on a steamboat. This exposed wheel is one of the forward drivers. The back pair of drivers are hidden under the cab. If it was not for the cab the big black mass would look like all the locomotives one sees in England, but they have no cabs, as everyone knows. Where our cabs are put the English engines have a simple shield of thin iron, with a slender wall, perhaps eighteen inches wide, at the sides. This Bullgine, or 1,320, as she is officially named, came over without a cab, but our climate is too severe in the winter for engineers and firemen to stand out in the open air, and therefore a regulation house was built upon her. A cowcatcher or pilot has also been added, the English locomotive being destitute of that important adjunct.

In view of the everlasting conflict between Englishmen and Americans as to which country possesses the better roadbeds and rolling stock, it struck a reporter of the New York Sun that it would be interesting to learn what experiences the Pennsylvania people are having with their English machine. But first let it be said that the reporter once met in England a great contractor, who was building railroads in the Argentine Republic at the time. He said he was going to equip his railroads with American locomotives, because they are the only engines that can be used on any sort of roadbeds, good, bad or indifferent. The English engines, he said, will run well only on the most solid roadbeds, heavily ballasted, heavily railed and evenly laid. They are rigid, and if they are run on a rough road will rack themselves to pieces. The Yankee locomotives, on the other hand, are elastic and yield to all unevenness, seeming not to mind what sort of use they get.

Engineer Kerr, one of the best of the quick train engineers of the road, was in the Bullgine's cab ready to start her when he got the bell from the despatcher. "How is she? She's mighty hard, every way," said he; "a man can't get no comfort on her at all. How is she different from the American engines? Why, in every way, in everything. She's what they call a low-pressure engine. She has two engines, same as ours, one for each side, but then under the stack she has got a low-pressure engine which, they say, makes a great saving of coal. I don't know whether that's all they claim for it, but I do know that she's often very hard to start. When her side engines start sometimes the other crank will be on the center, and then she don't seem to have power enough to start herself. I have to lack her and start her two or three times before she'll go. Our engines will pick up a train and walk right out on the jump, you know."

John A. Covert, the road foreman, is a graduate from the ranks. Ten years ago he ran "Long-legged Number Ten," which took a reporter to Philadelphia quicker than anyone had ever gone there before. He talked interestingly about the Bullgine. He said that it was understood that she was of the best type of English engine when she was bought, but it has since been learned that there is a still better model over there. She was shipped here in pieces, the boiler being in one piece, of course. She was put together and set up in Altoona, and has now been running between new York and Philadelphia for some time. She is a compound engine. She has two fourteen-inch high-pressure cylinders to run the rear drivers and a thirty-inch low-pressure cylinder for the forward drivers. The steam goes into the high-pressure cylinders for the rear drivers, and is then exhausted into a big low-pressure cylinder which is forward under the stack. From that the steam exhausts into the stack. She was so stiff and hard it was impossible for the men to stay on her at first. She had slight spiral springs when she came to this country, and when she was running she would close these springs down solidly and then fly up from them so as to fling the engineer off his feet as he stood on the floor of the cab. When she flung her weight down on these springs the jolt would be something frightful. That would not do at all, so the spirals were taken out and new regulation leaf springs, such as our engines have, were put on her. Now she rides very easily. She is not so fast as the Pennsylvania P-class engines. When she is running on their schedule she will lose a few seconds in every mile. She is not so powerful as our engines. It is true that she has pulled eleven cars, but many of them were express cars and other lighter cars than the regular passenger coaches. She is cranky at starting. The engineers do not like her or anything about her, but two of them—Kerr and Hartman—have not allowed prejudice to stand in the way of a fair trial of her, and they have made her do her best.

The Bullgine does save coal. Engineers get what is called a coal premium on all the fuel they are able to save. They are allowed six pounds of coal per mile for every car they carry. What they save out of that is credited to them at the end of each month. One-half the value of the coal saving goes to the engineer and fireman and one-half to the company. The constant calculation occupies the time of a great force of clerks. Engineer Hartman earned $23 extra in this way with the John Bullgine last month. He got $23, his fireman got $23, the company got $46, and the total saving was $92, a considerable sum when the amount in a year is considered. Ordinarily, engineers earn between $3 and $15 a month by this premium.

"But," said Mr. Covert, "you ought to see the English engine when she is running at her best. She is the prettiest sight on the road. She lies down like a racehorse or a greyhound, and she leaps ahead so that you get the full idea of force and speed personified in the most picturesque manner. She's as pretty as a woman. She don't look pretty when you first see her. No more does many a woman whom you afterward think is beautiful. Stand about 30 feet off, at the side of the road, and see her come along, and she's the finest thing you ever saw at the head of a train. She has absolutely no rocking or side motion, and she just forges or darts ahead, holding herself down to the track and letting out for all she is worth. On our engines, you know, the power is applied at the sides exclusively, but hers is right in the center, and she keeps as steady as a mill-wheel. She makes very little noise, because where our engines exhaust into the stack at 90 pounds pressure she exhausts at 20 or 30 pounds."

THE FALL FAIRS.

When and Where They Will Be Held This Year.

Exeter	Sept. 28-29
Palmerston	Sept. 28-29
Aylmer	Sept. 28-30
Clinton	Sept. 28-30
Gravenhurst	Sept. 29-30
Kemptville	Sept. 29-30
Nassagaweya	Sept. 29-30
St. Marys	Sept. 29-30
Berlin	Sept. 29-30
Ripley	Sept. 29-30
Woodstock	Sept. 29-30
Wingham	Sept. 29-30
Wyoming	Sept. 29-30
Alisa Craig	Sept. 29-30
Brampton	Sept. 29-30
Cayuga	Sept. 29-30
Smithville	Sept. 29-30
Chatham	Sept. 29-Oct. 1
Six Nations	Sept. 29-Oct. 1
Winnipeg	Sept. 29-Oct. 2
Halifax	Sept. 29-Oct. 2
Walkerton	Sept. 29-Oct. 2
Collingwood	Sept. 29-Oct. 2
Harriston	Sept. 30-Oct. 1
Strathroy	Oct. 1-2
Brussels	Oct. 1-2
Jarvis	Oct. 1-2
Stouffville	Oct. 1-2
Belmont	Oct. 1-2
Forest	Oct. 1-2
Arthur	Oct. 1-2
Galt	Oct. 1-2
Rockwood	Oct. 1-2
Seaforth	Oct. 1-2
Wallacetown	Oct. 1-2
Stratford	Oct. 1-2
Springfield	Oct. 2-3
Petrolea	Oct. 2-3
Otterville	Oct. 2-3
Ridgetown	Oct. 5-7
Holstein	Oct. 6
Puslinch	Oct. 6
Mooretown	Oct. 6
Arkona	Oct. 6-7
Paris	Oct. 6-7
Welland	Oct. 6-7
Belgrave	Oct. 6-7
Clarksburg	Oct. 6-7
Arran-Tara	Oct. 6-7
Sault Ste. Marie	Oct. 6-8
Acton	Oct. 7
Yorkton, N. W. T.	Oct. 7
Ingersoll	Oct. 7-8
Norwich	Oct. 7-8
Tilbury East	Oct. 7-8
Thorndale	Oct. 8
Drumbo	Oct. 8-9
Clifford	Oct. 8-9
Kincardine	Oct. 8-9
Kirkton	Oct. 8-9
Milton	Oct. 8-9
Fergus	Oct. 8-9
Blyth	Oct. 8-9
Embro	Oct. 8-9
Elora	Oct. 8-9
Orangeville	Oct. 8-9
Underwood	Oct. 9
Simcoe	Oct. 13-14
Wallaceburg	Oct. 13-14
Erin	Oct. 14-15
Port Elgin	Oct. 14-15
Thamesville	Oct. 14-16
Burford	Oct. 15-16

Not Outdone by Victoria.

[Illustrated American.]

During my last visit to England I heard some amusing stories, some of them worthy of chronicling.

While I was there the Queen visited Derby to open a charitable institution and, to show her appreciation of courtesies, knighted the mayor, a very worthy man who was married to a very worthy woman. The royal party, in the course of events, registered in the visitor's book at the town hall, a clean page being headed:

"Victoria."

Beneath this the wife of Henry of Battenberg, who was in the party, signed herself:

"Beatrice."

The mayoress, whose turn it was to sign next, caused a gasp of astonishment from the royal party. She nervously nibbled her pen for a moment, deeply lost in thought, and then wrote:

"Jane."

She evidently thought that a mayor's wife and especially one whose husband had just been hit a clip on the shoulder with a sword, was entitled to due deference, and, perhaps not so far removed from the privileges of the great ones who had signed before her.

Wood-choppers usually are very chipper people.

The smallest screws in the world are used in the manufacture of watches. The screw in the fourth jewel wheel, that looks to the naked eye like a bit of dust, is so small that a lady's thimble would hold 1,000,000 of them.

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