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EIGHTH YEAR — TUESDAY MORNING, JULY 19, 1887. — PRICE ONE CENT

MORE ABOUT THE WATER.

THE SIZE OF THE CONDUIT PIPE THE MEASURE OF OUR SUPPLY.

Consuming More Than can be Pumped—The Need of Enlarging the System—The way Metres Would Protect the Frugal Citizen—A Change Badly Needed.

For the time being the crisis in our water supply is passed. The lowest point has been reached, and the mark on the stick in the reservoir is creeping steadily upward. On Saturday evening things looked very serious. The water was down to six feet, less than five million gallons in store—an accident of any kind and in three or four hours there would not have been a drop of water in the city. Then a fire would have made a holy show of this town. On Saturday morning the water had risen to seven feet and by yesterday morning it had reached eight feet five inches, increasing slightly through the day. The slight showers and the cooler temperature did it.

The stories about the Inglis & Hunter engine being dismantled and out of service, and the two Worthingtons being unable to pump sufficient water were all fudge. The big engine has been working for days, and anyway the present trouble is not with the pumps.

The trouble has been that in the hot weather the people wasted about four million gallons of water daily above ordinary consumption and this was more water than the conduit pipe across the bay could carry. Superintendent Hamilton calculates that the pipe has a capacity of about 15,000,000 gallons. That, of course, would mean that the pipe must be pressed to its utmost capacity every minute of the twenty-four hours, which, of course, is impossible. It is not likely that above thirteen and one-half million gallons can be got through it daily, and the two Worthington engines can do that amount of work, and did do it lately, too.

Be that as it may, the consumption lately has been in excess of the capacity of the conduit pipe. When the hot spell started there was twenty-two feet of water in the reservoir, some 40,000,000 gallons, all it would hold. That amount was drained off until Saturday's figure of about 5,000,000 was reached. On Thursday, for instance, both of the big engines were at work pumping all the water that could get through from the lake, yet over 1,250,000 gallons were drawn from the reserve store in the reservoir, and on Friday it was even worse. A dozen engines with only the same conduit pipe across the bay would not have changed the result. The fact is that the measure of our supply is the conduit pipe and not the capacity of the engines.

Another fact is that the ordinary needs of the city are up to the capacity of the pipe, and any extraordinary necessity can no longer be met by a corresponding effort. Still another fact is that our citizens will waste water no matter what the danger of a famine may be. Taps run all night, lawn sprinklers run all night, when the pressure is the highest, closets are kept running day and night, horse troughs run over and pour into the sewers, everybody with a line of hose squirts water all over his own grounds, and his neighbours' grounds and the streets of the neighborhood.

The only thing to do is to get a greater supply of water and charge the people who use it. The question of supply is an important one. The present disposition appears to be to patch up the present system. Another conduit pipe is certainly needed and will have to be put down. But apart from that, is it well to have all of our eggs in one basket? Mr. Frank Turner's scheme of placing a new pumping station at the Davenport-road, where the Humber sand and grit washed down by the Humber has got into the Furkdale engine and seriously injured it, Superintendent Hamilton proposes a new pumping station at Mimico point, with a main running along Bloor-street to Bathurst, and up Bathurst to a reservoir on the hill above the Davenport-road. Either of these schemes are worth considering. Scarboro Heights is also talked of.

Then as to making the people pay for the water they use. This can be done and should be done by using metres. They don't cost much, they will last a life time, and they will do good in various ways. There were 460 metres in use at the end of last year and the department are putting them on wherever they can get them in. The revenue from metres last year was $66,847 and was in ratio about 50 per cent. more than where metres were not used. Metres are funny things. A Wellington-street firm paid $10.76 per quarter for water. A metre was put in and the first quarter their bill amounted to $119.61. A place on Adelaide-street near the Postoffice paid $294 per quarter for water. The metre ran the bill up to $311.50. A place on Gladstone-avenue paid $5 per quarter for water. A metre was put on and showed that in the ensuing quarter 954,909 gallons were used, bill amounting to $287.07. These are all recent cases and it may be remarked that the second quarter is never nearly so large—the leaks are stopped. Where metres are used it is found not necessary to keep the taps running all night in winter for fear of freezing. Taps don't freeze in the neighborhood of a metre. Metres would reduce the amount of water necessary to sprinkle a lawn by one-half. They also obviate the necessity of tying the handle of a water closet open with a string and thus keep sewer gas out of the house.

Two kinds of metres are used in Toronto, those made by Kennedy of Glasgow and those made by Worthingtons of New York. Both are piston metres and will last any length of time. That in use at the Jarvis-street Baptist Church was used in a brewery for twenty years before the church got hold of it, has performed nearly thirty years' service and is yet as good as ever. The city would put in the metre, charging for ordinary house use about 30 cents per quarter for maintenance and repairs and then the citizen would pay for what he used and no more.

FRENCH ARMY MOBILIZATION.

The Experiment to be Made with Twenty Thousand Men.

PARIS, July 18.—The Chamber of Deputies to-day passed the bill relating to direct taxes. The Chamber then proceeded to discuss the experimental Mobilization Bill.

M. Cavaignac attacked the measure on the ground that the experiment would be useless.

Gen. Ferron, Minister of War, in defining the bill explained that only 20,000 men would be employed in the experiment.

The bill was passed by a vote of 329 against 115.

In Trouble at Cobourg.

Two youths who gave their names as Sam Porter, aged 18, of 71 University-avenue, Toronto, and John Patterson, aged 20, Kingston, were arrested at Cobourg on Friday. In their possession were found four dozen razors, five dozen solid steel silverplated dessert knives, a number of penknives, scissors, lead pencils and pipes. It is supposed that the prisoners had stolen the goods from some store east of Cobourg, as they were making their way westward when arrested. They were before Magistrate Dumble on Saturday, and not giving a satisfactory explanation of their circumstances they were remanded for three days.

The Afghan Insurgents.

SIMLA, July 18.—Thirty thousand insurgent tribesmen have gathered at Atagbal to oppose the Ameer's general, Ghoben. The mutineers who escaped from Herat have joined the insurgents, and there has been a renewal of disturbance at that place. It is reported that the Ameer has summoned four Badakspan regiments to reinforce the garrison at Cabul.

CHAT ACROSS THE CABLE.

John Nash Peake, a colliery owner of Staffordshire, has failed. His liabilities are between $200,000 and $250,000.

Capt. Davis will attempt to make a balloon voyage across the Atlantic to New York in October. He will start from St. Nazaire, France.

The replies of the powers to Bulgaria's note asking their approval of the election of Prince Ferdinand of Saxe-Coburg-Gotha as Prince of Bulgaria are evasive.

The head boards of boats belonging to the British ship Barrenan, from Shields for San Francisco, have been found. It is supposed the Barrenan was sunk off Penzance.

Archbishop Walsh is endeavoring to induce the Government to suspend further evictions in Ireland until the Land Bill has been passed by Parliament. He suggests a conference of the leaders of the various parties on the subject.

DAVITT DEFIANT.

He Tells Mr. Redmond He will Not be Dictated To.

DUBLIN, July 18.—Mr. Redmond, Nationalist member of Parliament, speaking at Coolgraney, said he deeply respected Mr. Davitt's services, but regretted his latest speech, which amounted to a charge that was little short of folly against Mr. Redmond and ought not to engage in an unequal struggle against the bayonets of their enemies.

Mr. Davitt, replying to Mr. Redmond, said he would act in accordance with Mr. Parnell's advice, but would not bedictated to by any subleader of the Irish people.

Mr. Dillon, speaking at Arklow, thanked the people of Coolgraney for their admirable adherence to the Plan of Campaign. He was unable to refrain from expressing regret at Mr. Davitt's speech, finding fault with the advice of the Dublin executive. He desired to defend Mr. Hartington, whose official position precluded him from replying personally. He hoped that in the future their petty differences would be settled in the council chamber.

A COLORED BRUTE.

A Negro Attempts to Ravish a Woman Near Chatham.

CHATHAM, July 18.—Yesterday afternoon a colored man named Powell, who says he is a stranger here, having just arrived from Alabama, entered the residence of Mrs. McLean, about eight miles west of Chatham, and asked for soap and water. When his request was being complied with he caught Mrs. McLean by the throat, threw her down and attempted to commit an assault. She was bitten and struck unmercifully by the brute. She is within a few weeks of confinement, but the doctors think she will recover.

The man was caught by a crowd of neighbors who had a rope round his neck preparatory to lynching, and only desisted through the pleading of some cooler heads. He was brought to town and lodged in jail.

A MONSTROUS CRIME.

An Arkansas Man Abuses a Stepson Until He Dies.

LITTLE ROCK, July 18.—News of a most inhuman crime comes from Riverside, Ark. A man living near that placesha d a stepson, 8 years old, whom he greatly disliked. He was known to treat him most cruelly, beating him in a terrible manner, once putting one of the little fellow's eyes out while whipping him. A few days ago he beat the child in a terrible manner and then tied him by the wrists to a stake in the hot sun, without food or water, until he died. How long the child was there is not known, but the cords at the wrists had cut into the flesh and the wounds were filled with worms. The fiend, finding his victim was dead, armed himself and took to the woods. The child's mother seems indifferent in regard to the affair.

THE BROOKLYN STRIKE.

Engineers and Firemen Anxious to Return to the Places They Abandoned.

BROOKLYN, July 18.—The officers of the Brooklyn Elevated Railroad were crowded all morning with engineers and firemen anxious to secure positions on the road. The majority of them were old employes who quit at the time of the general strike a week ago. Many of them begged for work, saying they had been misled about their families were in want, and that they did not know where to get work. All applicants were told that there were no vacancies and most of them were dismissed without any promise that in the future they could expect to secure employment on the road. The men admit they made a very serious mistake when they quit work last week.

FIRE AT GRAVENHURST.

Suttaby's Planing Mills Destroyed—Loss Between $5000 and $8000.

GRAVENHURST, July 18.—About 10 o'clock this morning Suttaby's steam joinery and planing mills was found to be on fire. The building was a large one, in which was stored a large quantity of dry material, which added fuel to the flames. Fortunately the water appliances from Cockburn's mills was immediately put to work, together with the steam fire engine, which did splendid work, and prevented the spread of the fire to the adjoining mills and lumber yards. The property destroyed is valued at from $5000 to $8000.

BOUND FOR THE NORTHWEST.

The Government Advised of the Coming of Two Hundred Icelanders.

OTTAWA, July 18.—The Department of Agriculture has been advised of the sailing of another lot of 200 Icelanders, who will settle in the Northwest. Only a few weeks ago 500 landed at Quebec and went on to the Icelandic settlement on Lake Winnipeg. This class of immigration is steadily increasing, and it is expected that in a few years the greater portion of the population of the Island will have been transferred to Manitoba and the Northwest. The writers in Iceland are, from some unknown cause, yearly increasing in severity, and it is fast becoming impossible to raise any crops.

BUZOC, THE BELGIAN.

The Embezzler to be Handed Over to the Brussels Authorities.

OTTAWA, July 18.—The Minister of Justice today issued his warrant for the extradition of Buzoc who is now in Montreal Jail, and who is wanted in Brussels on a charge of fraudulent bankruptcy and embezzlement. The terms of the extradition treaty with Belgium require that the criminal should be delivered by the officers of the country from which he is extradited at the Belgium frontier. Buzoc will therefore, be taken over in the custody of Commissioner Sherwood of the Dominion Police, who will sail for Liverpool with his prisoner this week.

MORE THAN MERE COURTESY.

The Tender of a U.S. Vessel to the Hawaiian Queen Means Something.

NEW YORK, July 18.—A Washington despatch says the tender of a United States vessel as a convoy to the Queen of the Hawaiian Island is more than mere courtesy. The Government will send trusted officers with the ship, and undoubtedly new instructions to the commander of the United States naval vessel which should now be at Honolulu.

THE DIGBY ELECTION.

Jones, the Conservative Candidate, Has a Majority of 22.

HALIFAX, July 18.—The latest returns of the Digby election place Jones, Conservative, 73 ahead with only one place to hear from. Jones is elected without a doubt.

Later—The latest report from the Digby election, giving returns from each polling place, makes Jones' majority 22.

McDougall, Logie & Co.'s Failure.

MONTREAL, July 18.—Robert Munro, representing the firm of Alex. Ferguson & Co., Glasgow, Scotland, who is a creditor to the insolvent firm of McDougall, Logie & Co. for extent of $75,000, has filed a contestation of the abandonment of the estate. He alleges omission in the statement of the personal property of insolvents and the registered trade mark known as the "Elephant" and also the secretion of property with intent to defraud, including checks, promissory notes and bills of exchange, and that on the eve of the abandonment Robert Logie took several promissory notes belonging to the firm. Fraudulent misrepresentation is also alleged.

A Sufferer From Hydrophobia.

CLEVELAND, O., July 18.—Howard L. Nachtreib, a young man employed in the barns of the Brooklyn Street Railway, was stricken with what appears to be a genuine case of hydrophobia yesterday. While at work he complained of headache, and shortly afterward fell to the ground in convulsions. He was taken home, when frothing at the mouth, violent struggles, inability to swallow water, and other acute symptoms of rabies rapidly developed. Ten days ago he attempted to rescue his dog from the jaws of a strange cur and received a trifling scratch on the back of the hand from the teeth of the latter. The wound soon healed and he thought nothing of it.

On the Rock.

OTTAWA, July 18—At a meeting of the Irish Catholic Temperance Association in St. Patrick's Hall last evening Hon. John Costigan, Minister of Inland Revenue, took the pledge.

UNITED STATES NEWS

M. Bulowa, flour merchant, and his two sons were drowned while bathing in the creek at Newberg, N.Y., on Sunday.

Two young men named McMonnich of Brooklyn, and Chas. A. Strauth of New York, went rowing at Shelter Island yesterday. They were caught in the swells of a steamer and drowned.

James Powers, aged 17, of Newark, reports that while he was out rowing with Bridget Corbett during the storm on Sunday, the girl became excited and jumped overboard. She was drowned.

An inclined railway car broke loose near the top of the bluff which overhangs the river at Lowville, N.Y., yesterday, and with five men rushed to the bottom. Three were killed and one fatally hurt. The car was used for loading fruit into boats on the river.

THE ST. THOMAS DISASTER

THE SICKENING DETAILS OF THE AWFUL HOLOCAUST.

The Coroner Opens an Inquiry With a Jury of Sixteen Men—The Jury Refuse, at Present, to Hear the Statement of a Railway Employe.

ST. THOMAS, July 18.—The excitement is still intense over the awful calamity of Friday night. Large numbers from the country and a distance visited the city yesterday to view the scene of the accident and to attend the funerals of the victims. The remains of all victims have been identified. The remains of Mrs. Smither and child were taken to Toronto on Monday morning.

The funeral of five other victims took place here yesterday. All were largely attended; that of H. Ponsford was over a mile long.

The physicians report all of the patients doing well excepting Mrs. Zealand, whose condition is very critical, but there is now faint hopes of her recovery. It is now ascertained that 150 to 200 persons were injured by the explosion. Physicians and apothecaries' offices are crowded with patients and many persons on the streets have heads, necks and hands bandaged. The extreme hot weather of yesterday tended to increase the agony of those suffering from wounds, but the cool weather of to-day is a blessed relief.

The Inquest.

The adjourned inquest on Engineer Donnelly and the ten passengers who perished in the collision was resumed at the City Hall this evening before Coroner Vanbuskirk and sixteen jurymen.

The Grand Trunk Railway was represented by Superintendent Stiff, Solicitor Bell, Division Superintendent Larmour, C. McDougall, Q.C., and County Crown Attorney Donohue. The City Hall was packed with witnesses and spectators.

The first witness, A. B. Remy, testified that the train was running twenty-five miles an hour when the collision occurred. He was on the first car and jumped, and afterwards assisted in rescuing the imprisoned passengers. It was thought all had been got out until the cries were found.

The evidence of Mr. A. A. Drake was similar in many respects to that of Mr. Remy. He graphically described the removal of the passengers from the coach.

Jos. Thickleocomb testified to the identification of the remains of S. G. Zealand, one of the victims, who was employed by witness.

In view of the sharp criticism of the heartlessness of the officials of the Grand Trunk Railway in keeping the relatives of the victims in agonizing suspense at Port Stanley until 1.30 next morning, Mr. Larmour, the Division Superintendent, asked to be heard.

The jury declined to allow him to make any statement, however, until such times as they felt inclined to hear it.

Rev. Elias Munroe's evidence was exclusively as to the identification of the remains. He positively identified the charred remains of Mrs. Frane, Mrs. Smither, Mr. S. G. Zealand and one or two of the children.

The inquest was then adjourned.

Full Details of the Disaster.

The London Advertiser of yesterday gives the following description of the railway disaster at St. Thomas on Friday night:

Shortly after 12 o'clock Friday night an Advertiser reporter was dispatched to St. Thomas via a special, which train carried to the scene of the accident about 25 men anxious to learn whether any of their relatives suffered by the calamity. From the information gained and sights beheld the complete story of the wreck was learned by our representative.

The special excursion train of light passenger coaches, one baggage car, engine No. 754, left Port Stanley for London at 6.40, in charge of Conductor R. Spettigue and Engineer Harry Donnelly. On board the train were over 300 Londoners, including the children of the Talbot-street Baptist Sunday School, who were enjoying their annual picnic. The party was increased to almost 400 by a number of residents of St. Thomas, including the Knox Church choir and several private parties.

On the return trip the train made the run between Port Stanley and St. Thomas in seventeen minutes. The two semaphores in St. Thomas yard were turned against the excursion train, the one at the Wellington-street crossing and the one at the Michigan Central crossing. Eye-witnesses state that the train came down at a very rapid rate from Wellington-street, and that in passing the streets intervening the wheels of the locomotive whirled as if the engine had become unmanageable. At the same time a west-bound Michigan Central Railway freight train was moving out in charge of Conductor Faatz and Engineer O'Shea. The freight had left the Michigan Central Railway station at 7 o'clock, and the hands state that the accident must have happened at 7.04.

On this train were several oil tanks, one of which stood at right angles with the Port Stanley track when the excursion train came along. These tanks contained 300 gallons of oil each. Whether the engineer disregarded the semaphore or the brakes would not work, is not certain. However, the engine of the excursion crashed into one of the oil tanks. The excursion train engine was not checked enough by the force of the collision to prevent it crossing the Michigan Central tracks and running about twenty feet further north, when it left the rails and fell over on the west side of the track. The oil cars left the Michigan Central rails and fell on the south side of the track. Right in between the cars the baggage car and the north end of the first passenger were precipitated, and were wedged in tight. The oil gushed out from the broken tanks and soon the whole heap was in flames. The passengers streamed out of the coaches, and the bravest turned their attention to the first coach, the north end of which was in flames, the fire rapidly spreading to the other parts of the coach. Women who were imprisoned by broken seats were pulled out; children stuffed with fleur were snatched from the blazing cars, and so the work of rescue was carried on until the heroic men were driven from the scene by the terrific heat and blinding smoke. In the work of rescue many were injured by being pulled through windows or thrown to the ground, but their lives were saved, and none were very seriously injured in the St. Hyacinthe division from the burning coaches to the ground.

It soon became known from Fireman Angles that Engineer Donnelly had perished at his post, and that there was no hope of saving any one who might be under the burning wreck. By this time two freight cars, the baggage and the first passenger car of the excursion train were completely wrapped in flames, which were being fed by the oil that flowed from the tanks. The conflagration was a terrible sight in itself.

The fire had been burning for an hour, and a very large crowd had gathered about, including the full staff of St. Thomas firemen, when an explosion was heard resembling the discharge of a nine-pounder, and a mass of flame and smoke rolled up fully 100 feet in the air—the second oil tank had exploded. The concussion knocked scores of people down, breaking the windows of stores and residences within four blocks in every direction. The blazing oil spread out with the explosion came down again on the assembled spectators with terrible, and in several cases, with fatal effect.

Over 100 people were injured by the explosion, about 30 of whom are severely burned, and two fatally injured, one being already dead. Coincident with the explosion was a general stampede of horses across Talbot, Moore, Railway and other adjoining streets. Among the horses that ran away were those attached to the hose reel and hook and ladder trucks belonging to the fire department.

The hose reel knocked down Mrs. Howarth, who died a few hours afterwards from the injuries she then sustained. For two hours the firemen fought the flames as best they could, and as soon as they had been partly subdued under control the M.C.R. steam wrecker was sent to the scene and set to work.

During this time the search for bodies had been going on continuously, large gangs of men with spades and crow-bars were carefully moving charred rafters and red hot iron about in the search for traces of human beings. At each spadeful was turned over pale faces watched intently what it contained. Pieces of charred flesh, bones, dresses, spoons and other horrible traces of the tragedy were turned up with almost every shovelful. A stream of water was steadily thrown upon the mass, until the blackened frames and wheels were shown. One by one the charred limbs of victims of the fire and wreck were pulled from the debris, until in a ghastly pile they lay upon a few boards, hastily collected, a strong odor prevailing. The remains of seven bodies were taken out and conveyed to a vacant space in the vicinity and covered with a sheet, while the search went on for other victims, and soon three more were taken out. Then three children and Engineer Donnelly were added to the number. Major Midgely ordered that the remains be taken to the undertaker's and thence to the fire hall, where they were taken in charge by Coroner Guatin.

List of the Killed.

The following is a corrected list of the killed at the accident, fifteen in all:

MRS. JOHN W. BAYNES, London.
EDNA FLORENCE BAYNES, "
VERNA ADELINE BAYNES, "
LEILA ROSALIND BAYNES, "
MRS. SAMUEL FRAINE, St. Thomas.
FRANKIE FRAINE, " "
S. G. ZEALAND, " "
ANNIE ZEALAND, " "
MRS. J. SMITHER, " "
ROBBIE SMITHER, " "
MRS. W. E. HOWARTH, " "
HERMAN PONSFORD, " "
An unknown child.
Two bodies unidentified.

Of the above Mrs. Howarth and Mr. Ponsford lost their lives through the explosion.

Description of the Explosion.

The following statement is given by a passenger who left London for St. Thomas on the 6.45 p.m. train:

"The train was fifteen minutes late in leaving London. About four miles from St. Thomas Conductor Allison came into the car and said to me: 'There is a big fire in St. Thomas.' The black smoke was seen without difficulty. On coming nearer the flames could also be seen leaping high in the air. The train stopped just north of the station, and I ran up the track to the scene of the accident. My first thought was that the entire train was on fire. I walked up very close, and the heat was terrific. At this time the firemen had a number of streams playing on the fire. The passengers were all out of the cars, and the train had been backed a considerable distance. The large salt house and granary and the residence on the opposite side were a mass of flames. The oil was running out of one of the tanks while the other was a few feet from it. A furious flame was blasting out from the hole in the tank. When the explosion occurred I was standing on the sidewalk on the west side. I was in the front of the crowd and turning to run found it almost impossible to do so. The heat on my back was as if I was on fire, and I ran full a block. All the time I was feeling my way I was in the dark. I ran two blocks without stopping. Coming back over the same ground I saw a number of women who had fainted or had been blown down. I saw a man with his face all in a gash. The east side felt the explosion the worst. I saw a number of men with their coats burned and split up the back. Ponsford was in the House, and I went in his room and looked at him. He was covered from head to foot with flour and batting. People were going around with their heads wrapped in sheets, their necks bandaged and covered with flour. I remained at the wreck until the late train came up, and during that time saw them find the different bodies."

A Passenger's Experience.

Mr. George Jeffrey, of No. 137 St. James-street, with Mrs. Jeffrey and three children, were on the ill-fated excursion train, and occupied seats close to the unfortunate Baynes family. On the opposite side of the car from where they sat were three women, two children and a man, who Mr. Jeffrey learned afterwards were burned to death. When the crash came the forward end of the car dropped down, and almost before the train stopped the entire car was in blaze. The Baynesses and the persons referred to by Mr. Jeffrey slid down the incline to the forward end of the car where the blaze was fiercest. There was no possibility of escaping by the door. The car was of the rough "excursion" class, with small windows, and by these narrow openings the frantic inmates struggled to escape with their fiery prison. The sight was truly awful. At the forward end of the car a party of women and girls had been thrown together in a heap by the shock, and were endeavoring to tear off their burning clothing, while the flames licked their faces and set their hair in a blaze. Behind them, struggling and piling up with the crackling of the fast-consuming woodwork around them, Mrs. Jeffrey helped the little Baynes boy out of the window—the only one of that family on board who escaped—and then threw herself out. How she managed to get through the narrow opening is a mystery to herself. Mr. Jeffrey's eldest daughter in trying to escape became wedged fast in the window and could move neither way, when someone from the outside pulled her through. Miss Jeffrey was badly burned about her hands and limbs. Mr. Jeffrey, after getting out his own children, assisted the Baynes little daughters of Mr. Stokes, of London West, and a number of others whose lives were saved, sustaining some slight injuries himself. He states that before the train left the Port he saw somebody, whom he supposed to be a railway man, go up to Engineer Donnelly, who was in his cabin, and hand him "to be careful, very careful." Donnelly's manner left the impression on Mr. Jeffrey's mind that he had been drinking, although he did not think that impression might have been groundless.

THE HAMILTON HOMICIDE.

O'Neill Remanded to Await the Action of the Coroner's Jury.

HAMILTON, July 18.—This morning Dr. Biggar empannelled the following jury in the case of the death of William McLaren: Wm. McLaren, foreman; George Magill, Isaac Morris, Rudolph Rissman, Charles Weaver, David Donaldson, Melbert Shine, Henry S. Mettwan, Alfred Wright, A. Hunter, J. Lister, James Kilgour, A. Fish, Dodson, A. Weir. They went down to the house and viewed the body, after which they adjourned until to-morrow evening at 7 p.m.

O'Neill's name appeared on the book at the Police Headquarters as Patrick, Mike Cahill asked the Chief what charge should be entered opposite it.

Chief McKinnon replied that the offence was a serious one—the charge would be manslaughter at the very least, and possibly murder. The Magistrate filled in the blank with "manslaughter," and the Chief asked that the prisoner be remanded until Friday. The request was granted.

McLaren was buried this afternoon, a great number of citizens attending his funeral.

THE NIAGARA CENTRAL.

The Dominion Government Controls the Route by Burlington Beach.

HAMILTON, July 18.—Regarding the proposal to run the line of the Niagara Central Railway across the Beach, it appears that while the Ontario Legislature claims the right to grant permission to the road to run their line over the Beach, it lies with the Dominion authorities to say whether it shall or not cross the canal, so virtually the federal authorities control the whole matter. The question will come up before the Privy Council about July 28, and a deputation from Hamilton will be heard.

A FIRE AT ST. HYACINTHE.

The Woolen and Carding Mills and Other Property Destroyed.

ST. HYACINTHE, Que., July 18.—A fire broke out last evening at 7 o'clock in the St. Hyacinthe Manufacturing Company's woolen and carding mills, which were totally consumed. Loss over $50,000; partially insured. The granite mills were damaged from $5000 to $10,000. The cause of the fire is supposed to be spontaneous combustion.

Meeting for Bible Study at Niagara.

QUEEN'S ROYAL, NIAGARA, July 18.—The believers' meeting for bible study opens to-morrow at 10 a.m. Dr. Brookes of St. Louis and Dr. Kellogg of Toronto will lead in the study of the word. On Wednesday the following expect to take part: Rev. E. Norton of Lockport, Dr. West of St. Paul and Dr. A. S. Pierson of Philadelphia. A large number of persons have already arrived.

A $5000 Blaze at Ottawa.

OTTAWA, July 18.—The grocery store of T. R. Davis, corner of Rideau and King streets, was burned this evening, loss about $5000. It was feared at one time that the gas works, which are at the southeast corner of the same block, would be ignited, but the fire was got under control before it spread in that direction.

OUR OWN COUNTRY.

Items of Interest Received by Mail and Wire.

$600 in fines were imposed by the Paterboro Police Magistrate on Friday last.

Joseph Armstrong, well-known operator on the Hamilton grain market, died on Saturday.

An immigrant named Sylvester jumped off the steamship Parisian at Quebec on Saturday, and was drowned.

Liquor fines totalling $6370 have been imposed in the, Montreal Police Court since Jan. 1 up to the present date.

The town of Milton spent $150 on preliminary investigations regarding waterworks and then determined not to have any.

At the request of the Bishop of Niagara, Rev. P. T. Mignot has accepted the mission of Colbeck, in Wellington county.

John Fretz, who was injured by a street car in Belleville on Thursday, died on Saturday from the effect of his injuries.

A man named Saunders, living in Simcoe-street London, was struck by lightening on Saturday night but not seriously injured.

Some mysterious trouble is making havoc among the thoroughbred Durham cattle in some parts of Darlington township, county of Ontario. No fewer than ten bulls have died within the last few weeks.

A YOUTH FROM ELMVALE.

George Dennis' Yarn About the Brunswick-avenue Shooting Affair.

George Dennis is a youth from Elmvale, up on the Northern Railway between Barrie and Penetang. He is employed as messenger boy by the Great Northwestern Telegraph Company, and boards at 57 Richmond-street west. Young Dennis' head has been turned by reading trashy literature and the sensational accounts of alleged burglaries and outrages which appear from day to day in The Toronto News. It was young Dennis that related to the police at the Agnes-street Station a startling story about a man shooting at him in Brunswick-avenue late Saturday night. He showed Inspector Ward where the bullet entered his black stiff felt hat, and he told how a strange man had first stopped him in the avenue, and snatched a bundle of messages from him. Then when he asked for them back the man deliberately drew a revolver and fired, the ball entering the rustic youth's hat as indicated. "After the man shot at me," wound up the lad, "he fled in the darkness."

This story, the police thought, sounded very romancy and they determined to get at the bottom of it. Accordingly Detectives Reburn and Burrows were put to work on the case. Yesterday afternoon young Dennis was taken to Police Headquarters and put under close cross-examination. His story was proven highly untenable in the start. There was but one hole in the hat; the bullet went in but there was no visible outlet for it. Besides the hole was very rugged on the edges, and looked more like the prod of a stick than the clean perforation of a leaden missile discharged from a pistol.

"Now," said Reburn, "sit right down on that chair and tell me the whole truth. None of your inventions."

Young Dennis began to bluster and blather at once. He blurted out that there was no truth whatever in his story. With tears trickling down his cheeks and fear in his heart, he said he had been reading novels and the burglar stories in The News. "I wanted to get you better story than Mrs. Fox did," he blurted out, "and tell it to the boys at the office. I thought it would be a good joke to say I was shot at, so I poked a hole in my hat with a stick and went to the Police Station and invented the lie." Young Dennis then expressed much contrition for his folly, and he was allowed to go.

By the bye, the detectives think there is enough of authenticated crime in the city without the inventions of such imposters as Mrs. Fox and Master Dennis. Several of these fictions have been sent to the country in the most sensational form, creating impressions about the city and the inefficiency of the police department, to say nothing of the unnecessary fright that is generated in the minds of timid city people, and more especially among the ladies.

SHABBY ADVERTISING.

How the Streets of the City Are Disfigured by the Cheap Jacks of Trade.

Some time since a movement was made in the City Council to put a stop to a species of shabby advertising which is a standing reproach to Toronto. There must be at least a couple of thousand telegraph and telephone posts towering in all their rugged ugliness from the leading thoroughfares of the city. This is surely bad enough, but when those already unsightly poles are rendered more offensive and despicable by shabby advertisers, it makes matters intolerable. No sooner does one of these poles replace a rotten predecessor than it is covered with advertisements, pasted or nailed on to it, or the paint brush is used to bring the attractiveness of some commodity unmarketable and unknown.

Layer after layer of printed paper, sheet upon sheet of tin or zinc, and another coat of paint the night was truly awful. At the forward end of the car a party of women and girls had been thrown together in a heap by the shock, and were endeavoring to tear off their burning clothing, while the flames licked their faces and set their hair in a blaze. Behind them struggling and piling up with the crackling of the fast-consuming woodwork around them, Mrs. Jeffrey helped the little Baynes boy out of the window—the only one of that family on board who escaped—and then threw herself out. How she managed to get through the narrow opening is a mystery to herself. Mr. Jeffrey's eldest daughter in trying to escape became wedged fast in the window and could move neither way, when someone from the outside pulled her through. Miss Jeffrey was badly burned about her hands and limbs. Mr. Jeffrey, after getting out his own children, assisted the Baynes little daughters of Mr. Stokes, of London West, and a number of others whose lives were saved, sustaining some slight injuries himself. He states that before the train left the Port he saw somebody, whom he supposed to be a railway man, go up to Engineer Donnelly, who was in his cabin, and hand him "to be careful, very careful." Donnelly's manner left the impression on Mr. Jeffrey's mind that he had been drinking, although he did not think that impression might have been groundless.

THE HAMILTON HOMICIDE.

O'Neill Remanded to Await the Action of the Coroner's Jury.

HAMILTON, July 18.—This morning Dr. Biggar empannelled the following jury in the case of the death of William McLaren: Wm. McLaren, foreman; George Magill, Isaac Morris, Rudolph Rissman, Charles Weaver, David Donaldson, Melbert Shine, Henry S. Mettwan, Alfred Wright, A. Hunter, J. Lister, James Kilgour, A. Fish, Dodson, A. Weir. They went down to the house and viewed the body, after which they adjourned until to-morrow evening at 7 p.m.

O'Neill's name appeared on the book at the Police Headquarters as Patrick, Mike Cahill asked the Chief what charge should be entered opposite it.

Chief McKinnon replied that the offence was a serious one—the charge would be manslaughter at the very least, and possibly murder. The Magistrate filled in the blank with "manslaughter," and the Chief asked that the prisoner be remanded until Friday. The request was granted.

McLaren was buried this afternoon, a great number of citizens attending his funeral.

THE NIAGARA CENTRAL.

The Dominion Government Controls the Route by Burlington Beach.

HAMILTON, July 18.—Regarding the proposal to run the line of the Niagara Central Railway across the Beach, it appears that while the Ontario Legislature claims the right to grant permission to the road to run their line over the Beach, it lies with the Dominion authorities to say whether it shall or not cross the canal, so virtually the federal authorities control the whole matter. The question will come up before the Privy Council about July 28, and a deputation from Hamilton will be heard.

A FIRE AT ST. HYACINTHE.

The Woolen and Carding Mills and Other Property Destroyed.

ST. HYACINTHE, Que., July 18.—A fire broke out last evening at 7 o'clock in the St. Hyacinthe Manufacturing Company's woolen and carding mills, which were totally consumed. Loss over $50,000; partially insured. The granite mills were damaged from $5000 to $10,000. The cause of the fire is supposed to be spontaneous combustion.

Meeting for Bible Study at Niagara.

QUEEN'S ROYAL, NIAGARA, July 18.—The believers' meeting for bible study opens to-morrow at 10 a.m. Dr. Brookes of St. Louis and Dr. Kellogg of Toronto will lead in the study of the word. On Wednesday the following expect to take part: Rev. E. Norton of Lockport, Dr. West of St. Paul and Dr. A. S. Pierson of Philadelphia. A large number of persons have already arrived.

A $5000 Blaze at Ottawa.

OTTAWA, July 18.—The grocery store of T. R. Davis, corner of Rideau and King streets, was burned this evening, loss about $5000. It was feared at one time that the gas works, which are at the southeast corner of the same block, would be ignited, but the fire was got under control before it spread in that direction.

OUR OWN COUNTRY.

Items of Interest Received by Mail and Wire.

$600 in fines were imposed by the Paterboro Police Magistrate on Friday last.

Joseph Armstrong, well-known operator on the Hamilton grain market, died on Saturday.

An immigrant named Sylvester jumped off the steamship Parisian at Quebec on Saturday, and was drowned.

Liquor fines totalling $6370 have been imposed in the, Montreal Police Court since Jan. 1 up to the present date.

The town of Milton spent $150 on preliminary investigations regarding waterworks and then determined not to have any.

At the request of the Bishop of Niagara, Rev. P. T. Mignot has accepted the mission of Colbeck, in Wellington county.

John Fretz, who was injured by a street car in Belleville on Thursday, died on Saturday from the effect of his injuries.

A man named Saunders, living in Simcoe-street London, was struck by lightening on Saturday night but not seriously injured.

Some mysterious trouble is making havoc among the thoroughbred Durham cattle in some parts of Darlington township, county of Ontario. No fewer than ten bulls have died within the last few weeks.

RECRUITS FROM ENGLAND.

THE IMPERIAL AUTHORITIES TO SELECT MEN FOR "C" BATTERY.

The Corps to be Stationed at Victoria, B.C.—A Seizure for Undervaluation at Montreal—Movements of Ministers—A Council to be Held To-Day.

OTTAWA, July 18.—Major Smith of "C" School of Infantry has been appointed Commandant of "D" School of Infantry about to be established at London.

Jno. S. Hall, M.P.P., had an interview with the officers of the Customs' Department to-day with reference to the seizure in Montreal of $1000 worth of briar root pipes for undervaluation.

It is understood that the Allan mail contract will not be settled until after the holidays, and that in the meantime the service will continue to be performed by the Allan Line under a temporary arrangement.

The New South Wales Rifle Association has sent an official invitation to Col. Bacon, Secretary of the Dominion Rifle Association for a Canadian rifle team to visit New South Wales next year.

The mortuary statistics for the month of June, issued by the Department of Agriculture, show the number of deaths to be: Montreal 716, Toronto 177, Quebec 145, Hamilton 41, Halifax 58, Ottawa 70.

Mr. H. A. Wickstead, Accountant of the Postoffice Department, who has been nearly fifty years in the service, has applied for superannuation, and his request has either been granted or soon will be.

It is understood that steps are being taken in England to supply the number of men required to form "C" Battery of Artillery to be stationed at Victoria, B.C. The men will in all probability be selected from the naval coast pensioners. The British authorities on enlistment will be on the same terms as for other corps raised in Canada. The organization will probably be completed in the course of three months.

Postmaster-General McLelan left this afternoon for a visit of about two weeks to the Maritime Provinces. Sir Hector Langevin will go to Rimouski to-morrow to spend three weeks with his brother, Bishop Langevin. Hon. Mr. White will leave for the Northwest on Wednesday. There will