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EIGHTH YEAR SATURDAY MORNING, AUGUST 13, 1887.—EIGHT PAGES. PRICE ONE CENT

HON. MR. THOMPSON'S TRIP

IT HAS NOTHING TO DO WITH THE ONDERDONK MATTER.

The Minister of Justice Will Join Mr. Moylan in British Columbia—Militia Matters—The Announcements in the Official Gazette.

OTTAWA, Aug. 12.—Hon. Mr. Thompson's visit to British Columbia has nothing to do with the Canadian Pacific's claim against the Government on account of the Onderdonk sections of the road, as has been erroneously stated by some papers. It has not even been decided yet that there will be an arbitration in the matter, the Government contending that the company has no claim. The Penitentiaries Act of last session involves a good many changes in the mode of administration and it was thought that these could be most satisfactorily arranged by the Minister of Justice and the Inspector of Penitentiaries consulting with the different wardens, and this is now being done. Inspector Moylan is at present in British Columbia, where he will await the arrival of the Minister.

The Department of Militia have decided to convert the old military store house below Parliament Hill on the locks embankment into military club rooms for the use of officers of the local military corps. The fine military museum now in the drill hall will be removed to the club rooms, which will be fitted up in the finest style, comprising four different suites of rooms, besides parlors, reading rooms, etc. The officers of the local militia have been agitating this for several years.

The Militia Department has awarded the contract for repairing Fort Wellington and the Drill Hall at Prescott to James Cairns of Prescott.

Plans for the construction of a commandant's residence and barracks at Constance Cove, near Esquimalt, B.C., are in course of preparation in The Militia department. Col. Holmes, of military district No. 11, has been in the city for the past week supervising the work.

Principal Grant, of Queens University, Kingston, who is here to take the place of Rev. Mr. Farries in Knox Church on Sunday, stated to-day that $140,000 out of the required $250,000 for the Jubilee fund for Queens University was already subscribed and he had no doubt of getting the balance.

It being understood that as soon as the new through line on the C.P.R. between Montreal and Toronto via Smith's Falls, is opened the local train between Montreal and Ottawa, which leaves the former place at 7.35 a.m. and arrives here at 11.35, returning at 4.20 p.m., will be discontinued, some of the lumbermen and others interested in the towns and villages along the Ottawa propose starting a new steamer to ply between Grenville and Ottawa, touching at Templeton, Buckingham and other points which will be inconvenienced by the new arrangement.

From the Official Gazette.

OTTAWA, Aug. 12.—To-morrow's Canada Gazette will contain the appointments of R. H. Bohman of Shelburne, N.S.; Thomas Bradley of Nanaimo, B.C.; Fred. W. Hathaway of Granville Ferry, N.S.; P. H. Hambly of Belleville, Ont.; Peter Smith of St. Armand West, P.Q., and Thomas O'Leary of Halifax, N.S., as preventive officers of customs.

The returns of Herbert Ladd Jones for Digby, and John Ferguson for South Renfrew, will be gazetted.

The disallowances of the acts incorporating the Manitoba Central Railway, the Winnipeg and Southern Railway and the Emerson and Northwestern Railway, already announced, will appear in to-morrow's Gazette.

Mrs. Catherine Morrison, wife of John F. Morrison, grocer, of Ottawa, gives notice that she will apply for divorce on the grounds of adultery, bigamy and desertion.

Notice is given of the first general and annual meeting of the Hereford Branch Railway Company at Cookshire on Sept. 5, for the election of five directors and other business.

James Baxter, W. H. Olive, J. H. Elliott, T. F. Butler, Thos. Pringle, and W. J. McLean of Montreal, and J. H. Culip of Massachusetts give notice of application for incorporation under letters patent as the Resort Gas Burner Company; capital, $99,000; headquarters, Montreal.

Government notices are given of the burning of Westhavens Island lighthouse, Mahone Bay, N.S., and the erection of a temporary light; and also of changes in the lights in the Bay of Fundy.

To-day—To-day. Free—Free. A Handsome decorated French china cup and saucer, perfect goods, a marvel of value, with every half pound of tea. Come early before supply is exhausted. Li-Quor Tea Co., 295 Yonge-street.

MYSTERIOUSLY DISAPPEARED.

A Montreal Manufacturer, with $30,000 Surplus, Cannot be Found.

MONTREAL, Aug. 12.—John Crilley, of the firm of John Crilley & Co., paper bag and flour sack manufacturers and printers, has mysteriously disappeared, and has not been seen since Tuesday last. His wife, friends and employes have been left in complete ignorance of his whereabouts or of the motives which caused him to leave the city and desert his family so suddenly. As soon as his absence became known an informal meeting of creditors was held and a committee appointed to continue business in the meantime. An investigation of books shows that the business is in a healthy condition, and that a surplus of $30,000 exists. Mr. Crilly has a large mill at Joliet; and before leaving on Tuesday he sent out the money for wages due last week.

Remember I.O.O.F. Excursion to Buffalo and Falls on Civic.

Mr. Blaine's Hasty Departure.

DUBLIN, Aug. 12.—The trades unions, the Protestant Home Rule Society and various other bodies of Dublin had been arranging demonstrations in honor of James G. Blaine, and the knowledge of their intentions, it is understood, tended to hasten his departure from Ireland. Lord Mayor Sullivan believes Mr. Blaine will accept a banquet from his Irish admirers on his way home.

Mangled in a Threshing Machine.

BRUSSELS, Aug. 12.—Christopher Switzer, a young man, while attempting to put on a small belt at the side of a threshing machine this afternoon and while stepping over the cylinder his head struck a rafter pole which threw him back. One leg going in the cylinder was literally torn from his body. He lived a few hours after the accident.

G. T. R. Traffic Returns.

MONTREAL, Aug. 12.—The traffic returns of the Grand Trunk railway for last week were: Passenger train earnings, 1887, $135,889; 1886, $123,664; freight train earnings, 1887, $207,989; 1886, $205,456; total, 1887, $343,878; 1886, $329,120; increase, 1887, $14,758.

An Investigation to be Held.

NEW YORK, Aug. 12.—District Attorney Martine stated this afternoon that he intended to investigate the financiering methods of Henry S. Ives at once. He will proceed in the same way as he did in the case of Ferdinand Ward.

CHAT ACROSS THE CABLE.

Clifford Lloyd has been appointed Lieut-Governor of Ceylon.

Dr. Polain of Paris, who was summoned to Moscow to attend M. Kalkoff, says he is satisfied that Kalkoff died of cancer brought on by overwork.

A despatch from Smila says an outbreak of cholera is reported on the northwest frontier, affecting the stations from Peshawur to Dergahazi.

See big Bicycle Tournament Monday afternoon.

THE BUSINESS OUTLOOK.

It is Estimated that the Farmers will Lose $300,000,000 by the Drought.

NEW YORK, Aug. 12.—Dun, Wiman & Co.'s weekly review of trade will say: "The short crops in 1881 proved the turning point of business for seven years, and the drought this year, though resulting in less injury to the crops, comes at a time when real estate values at the west have been unusually inflated. Heavy rains have broken the long drought during the past week, but only after the Official Bureau report had shown how serious was the injury sustained, and the relief came too late to do good in extensive districts of the Northwest. The Bureau reports losses which cannot be repaired to a considerable part of the hay crop, and to oats, tobacco, potatoes and fruit; a little injury to cotton and wheat and a decline of 17 per cent. in the condition of corn. The work of destruction continued ten days after the Bureau reports were made before rain came, and the aggregate loss of the farmers must exceed $300,000,000."

A difference is inevitable in the purchase of manufactured and imported goods by the Northwest. If prices had not been inflated by a real estate boom, and if new indebtedness of enormous value had not been created a loss of even a tenth of the entire value of farm products would make little difference. But the wild speculation in lands and town lots, the expenditure of many hundred millions in new buildings, and the permanent investment of large sums in new railroad and manufacturing works render a partial loss of crops more important.

The Failures of the Week.

NEW YORK, Aug. 12.—The business failures during the last seven days number for the United States 151, for Canada 20, total 180; as against 183 last week. For the corresponding week last year there was a total of 157.

RETURNED TO LIFE.

A Remarkable Case of Resuscitation at Ottawa.

OTTAWA, Aug. 12.—A singular case of resuscitation occurred here last week. During the hot spell John Baxter, a stonemason working in Hull, had a sunstroke, was taken to his father's house in St. Patrick-street, Ottawa, sank, and to all appearances died. His father reported his death, notice of which appeared in The World and other papers; advertised the funeral and ordered the coffin. At the funeral did not come off, as it was minus a corpse.

When the undertaker went to measure John for his last suit slight signs of vitality were noticed. The funeral was postponed, restoratives were applied, and yesterday John returned to work in Hull, greatly to the surprise of his comrades, who supposed him buried.

DESTRUCTIVE HAIL STORM.

Great Damage Done at Renville, Minnesota Town.

RENVILLE, Minn., Aug. 12.—A terrific wind and hail storm struck here Wednesday evening. Great damage was done. Mrs. A. P. Hann was instantly killed, and Gustaf Kreger fatally injured. Nearly every building in town was damaged. Grain stacks were blown down, and grain partly if not wholly ruined. All grain in the shock was threshed out and will be a total loss. Corn is completely stripped and ruined. The path of the storm was about a mile wide and five or six miles long. Large pieces of ice fell during the storm.

SUING FOR DAMAGES.

The Captain of a Seized American Schooner Issues a Writ.

CHARLOTTETOWN, P.E.I., Aug. 12.—The seized American schooner, J. H. G. Perkins, was absolutely released by Customs Officer Foley last night and cleared to-day for North Bay. E. J. Hodgson, Dominion law agent, caused a writ to be served on Capt. McDonald for $2000. Capt. McDonald has put in a defence in court and will contest the case on its merits. He will take action against the Dominion for damages caused by delay.

Go to Falls and Buffalo with I.O.O.F. Excursion on Civic Holiday.

$20,000,000 LIABILITIES.

Ives & Co's. Assignee says the Claims will be Paid Dollar for Dollar.

NEW YORK, Aug. 12.—There were many visitors at the office of Henry S. Ives & Co. to-day, and all made anxious enquiries regarding the assets of the firm. It was pretty certain that the liabilities would foot up to fully $20,000,000, but the total amount of the assets was a matter of conjecture. Mr. Cromwell, the assignee, said every claim would be paid dollar for dollar.

To-day—Today. Free—Free. A Handsome decorated French china cup and saucer, perfect goods, a marvel of value, with every half pound of tea. Come early before supply is exhausted. Li-Quor Tea Co., 295 Yonge-street.

A Singular Action in Montreal.

MONTREAL, Aug. 12.—Miss Maria Schiller, niece of the late Mr. Schiller, Clerk of the Crown and Peace, has taken an action against her aunt, Mrs. Guy, to force her to pay an allowance and dowry for plaintiff's entrance into a convent. It is not generally known that in most cases when young ladies wish to enter a religious community they are held to pay from $10 to $12 per month to the institution during the whole of their novitiate and a dower varying from $300 to $1000 when they pronounce their final vows.

Drowned at Canadian Chautauqua.

NIAGARA-ON-THE-LAKE, Aug. 12.—Henry Smith, foreman carpenter at the new wharf at the Chautauqua grounds, while working at the spiles this morning fell and struck his head on a beam in the water. The blow so stunned him that, notwithstanding a plank was thrown to him he failed to grasp it and sank. He was taken out of the water shortly afterwards dead.

Alive Bollard sells seven Stonewall Jackson or Bereos for 25 cents; also 10-cent El Padres for 5 cents. 136

Thrown From a Hand-Car.

OTTAWA, Aug. 12.—Mr. B. T. A. Bell, editor of The Morning Review and a well known cricketer, and Mr. J. White of the Geological Survey, met with an accident near Buckingham yesterday which resulted in the breaking of Mr. White's leg and Bell's arm. They had been to the Little Rock Phosphate Mine and were on their way back to Buckingham in a hand-car loaded with phosphate. The car became derailed and the occupants were thrown out with the result mentioned.

Where Water Has Cash Value.

WINDSOR, Aug. 12.—The farmers of this county are driving ten and twelve miles to Lake St. Clair to fill their water barrels and there is a constant procession, stock being driven all along the roads leading to the river and lake. One farmer who has a running well has made more than $100 by selling water.

Civic Holiday—I.O.O.F. Excursion to Buffalo and Falls leaves Union Station at 7.30 a.m.

UNITED STATES NEWS.

The report from Madison, Wis., to the effect that Mendota Insane Asylum was on fire, has proven to be without foundation.

Six men were killed and six injured yesterday by the collapse of a water-tank on the Northwestern Road, near Norway, Mich.

A passenger train on the Southern Pacific was ditched near Tucson, Ariz., on Wednesday, by masked men who robbed the express car of $3500.

Entire Satisfaction.

—Very few people get it in this world; tho' all are hankering after it. Only some folk know where to get it and how to get it. Some have got the secret and are wending their way the whole day long when anything is requisite in the way of housefurnishings, etc., etc., to Strathern's, 179 Yonge-street, where anything from a tin-tack to a tea-urn may be purchased and at a price that makes a purchaser come twice. X

DEATH'S GHASTLY STORY.

COUNTING THE KILLED IN THE GREAT DISASTER.

The Railway Officials Estimate the Dead at 85 and the Wounded at 100—The Bodies of the Victims Rifled of Valuables by Thieves.

CHATSWORTH, Ill., Aug. 12.—The track will be cleared for trains by noon. All the bodies have been removed from the wreck. President Leonard said that so far as the railroad officials could estimate there were about 84 killed and 100 seriously wounded. There were many who were slightly injured of whom no record had been obtained. Leonard said as near as he could ascertain the train was making 30 miles an hour at the time of the accident, which was not an excessive rate of speed, as the track was in good condition. The bridge, an ordinary 15-foot wooden structure, was all right as 5 o'clock in the afternoon, when a train passed over it, and half an hour later the section men inspected it under orders in advance of the excursion. It was all right then. As to the liability of the company or to the future of the road President Leonard could not say anything. The first things the officials would do would be to devote their attention to the care of the victims. It was a blow which would of course be serious to the road, but that was nothing compared with the death and injury of human beings. Mr. Leonard said he could in all conscience say that he believed the road had provided every reasonable and customary safeguard. With the consent of the coroner, President Leonard has arranged that all unclaimed bodies will be cared for, and placed in coffins and conveyed to Peoria, where will all their effects they will wait identification.

Notwithstanding the contrary opinions expressed by the railroad officers, a survey of the wreck early to-day confirmed the belief that several bodies were still under the debris of the smashed engine and cars. The horrors of the wreck seemed deepening early this morning instead of lessening. Added to the pitiable spectacle of the dead and the miseries of the dying, a stench, sickening and foul, was issuing from all the places where the corpses of the victims yet remained. No picture of the horrible occurrences immediately succeeding the accident could equal in revolting details the scene at the Toledo, Peoria and Western depot here to-day. The west end of the little structure is a tool-house and lumber room, where, stretched on the floor in coal and rubbish, were seven unidentified bodies.

This morning new facts apparently showing the catastrophe to have been the work of an organized band came to light, and the company will find strong evidence against them. Supt. Armstrong said to the Associated Press reporter that the more he investigated the more it appeared to him that the bridge had been set on fire. The burned grass in its immediate locality was not of a nature that seemed likely to admit of the bridge catching from it. He had observed many thieves at work and had stopped them while despoiling the wreck of property and money. Instances of the robbery of the dead will be brought to his attention. The excursion had been extensively advertised and the time it would pass over the bridge was well known. Citizens say that a gang of suspicious fellows have been loitering around Chatsworth for some days.

CHATSWORTH'S DAY OF BLOOD.

Graphic Scenes in the Temporary Hospitals in the Illinois Village.

CHICAGO, Aug. 12.—A special from Forest to The Times says: "As fast as the wounded were brought into Chatsworth from the wreck they were taken directly to the Town Hall which had been turned into a temporary hospital. Beds and cots were brought in from she neighboring houses with the necessary bedding and the sufferers were cared for by loving hands. Torn and bleeding human beings in all stages of suffering lay around the rooms moaning and crying with agony, while doctors and nurses were binding up their wounds. Bloody clothing, torn and covered with mud, lay around on the floors in heaps, with cushions or mattresses and blankets on which they had been brought from the wreck. Many patients were under the influence of ether or chloroform, while their faces, ghastly white and teeth tightly clenched, showed the suffering which they were undergoing, while partially oblivious to the fact. Blood was everywhere on the floors, walls, clothing and hands of the wounded as well as those who were caring for them. As the day wore away and the afternoon shadows lengthened into the evening, the scenes changed somewhat. The wounded had been dressed and bandaged and most of them rested quietly enough, overcome by mental and physical sufferings. Lamps were placed around the halls, their light carefully shaded, and the scene was strongly suggestive of the interior of a hospital on the field of battle.

In one corner of the lowly hall lay John C. Stein, a resident of Jersey City, a large and powerful man. Both of his legs were broken and he has received such internal injuries as rendered his recovery doubtful.

On the upper floor a handsome woman, about 20 years of age, stylishly dressed, lay on a couch. She was Miss Hattie Brenner of Farmington, Ill, and was on her way to Niagara Falls with several of her relatives. In the party was a young man named Walters, also of Farmington, and to whom she was engaged to be married. He had been badly injured and lay near her on a bed attended by a couple of surgeons. While Miss Brenner was physically unhurt by the wreck, yet the frightful knowledge of her lover's injuries has rendered her insane.

In the depot at Chatsworth and in the unoccupied store used as a morgue the scene was suggestive of a slaughter house. Stretched out on the floors in different directions were the corpses of men, women and children dressed in the clothing in which they had met their death. In the empty storeroom were counted twenty-seven corpses at one time. Their clothing was torn and disheveled and their stiffened hands and arms in the majority of cases were crossed over their breasts. The heads of the dead were generally mangled in the most frightful manner and were always covered by some article of clothing. The face of a young woman who was lying on the floor of the depot had been so beaten in by the cruel car timbers that recognition was out of the question and her brains and the flesh of her face were a pulpy mass in which dribbled her long red hair. She was not identified. A man with a heavy dark mustache, and who was apparently 35 years of age, had been struck in the face by some object which had torn away his jaw and the side of his face exposed. A 5-year-old boy with a chubby face and curly hair looked contented and smiling. His legs alone were broken, but the flesh was so mangled that it bore the appearance of raw beef. His chest was also crushed in.

Nearly every corpse was mangled or disfigured. The faces of some of the dead were black as though they had died from suffocation, while others were a deathly white.

When the body of Edwin E. Adams was searched by one of his friends neither his pocketbook nor his gold watch could be found, although he was known to have started on the trip with a large sum of money. The only cash found on his person was $30, which he had hidden in the watch pocket of his trousers. S. H. Smither of Forkshaven, W. Va., informed a reporter that he saw a man who was pinned down by one of the cars offer several persons near by $100 and his gold watch and chain if they would release him. The persons to whom he appealed helped him out of the wreck as soon as they had assisted some women who were caught by the timbers.

Opening of the Inquest.

FOREST, Ill., Aug. 12.—In his testimony before the coroner's jury last night Superintendent Armstrong, of the Toledo, Peoria and Western Railroad, testified that he was on the ill-fated train. The bridge was only partially demolished when the witness first saw it, the stringers at both ends having gone down. Dirt and brush were thrown on the flames. The engine set fire to nothing, and only one car and a Pullman were slightly burned. Witness met the section foreman near the wreck after the occurrence, and the latter said he went over the section at 5.30 on Wednesday and there was no fire then. Witness had warned him to have the section hands go over the section after quitting work, knowing that the excursion train was going over the road that night. No train went over the bridge after 5.30 on Wednesday. Witness counted the tickets before reaching Chatsworth and found that there were a few over 600 persons on the train. About a week ago the grass along the right of way near the bridge had been burned off. The train was running, he judged, thirty-five miles an hour at the time of the accident. Engineer Sutherland told him he saw a very small blaze before reaching the bridge but thought it was from a few leaves burning outside the track. The engineer also told him he did not see the fire until he got directly over the bridge, and then he called for brakes, but it was too late to avoid the accident. Witness saw one or two persons examining the pockets of the dead. He was informed by those making the search that they were seeking for their relatives. He saw no one robbing the dead or cutting off the fingers of the dead to secure finger rings.

J. H. Markley, Master of Bridges and Buildings, testified that he inspected the bridge in May last. Its condition was good. Witness examined the bridge yesterday and found nothing left but a portion of the partially burned cars and a few pieces of small timber. The spiles were burned off close to the ground. Three or four of them were stocking up two feet above the ground. Witness thought it would take two hours for such a bridge to burn. Other bridges on the road had been on fire this year, but had been seen in time to prevent accidents.

At the morning session some decidedly significant testimony was given. Timothy Coughlan, the section foreman, testified that he had four men helping him on his six and a half miles. He received orders on Wednesday to go over his section and see that the bridge and tracks were all right. Coughlin went to the east end of the section and burned the grass along the track for half a mile. He burned a piece a little over half a mile from the wreck and put the fire out. He examined the bridge about 5 o'clock and found no smoke about it, and otherwise it was all right. About 3 weeks ago the grass under the bridge had been cut away for ten feet from the bridge timbers, and he had no idea how the bridge could have caught fire.

Christopher Eunis, the Road Master, said he went over the road on Wednesday from Fairbury to Gilman. He went over the fatal bridge just before 4 o'clock in the afternoon. He was on the rear of the car and said that the bridge was all right. There was no fire or smoke about the bridge. Eunis said: "My opinion is that the bridge was set on fire by somebody. My train was the last train over before the special, and if there was fire then it would have discovered it. The bridge could have burned in two or three hours. About three years ago two attempts were made to ditch the 10 o'clock train on that bridge and we kept a watchman there for six weeks. Obstructions were piled on the track. It is a very lonesome place, far from any house."

Among the dead at Piper City are C. P. Van Law of Galesburg, who died last night; Miss Pearl Adams of Peoria, and Mrs. Valentine of New York.

The Officials Roundly Denounced.

CHICAGO, Aug. 12.—A special from Chatsworth says: there were very few stimulants of in fact medical appliances or assistance of any kind on the ground. A man from Piper City brought a demijohn of whisky, but the railroad seemed to have done practically nothing. Men from Chatsworth who worked all night at the wreck were refused passage on the train going back to the village, and had to tramp home in a half fainting condition for want of food. The people are very bitter against the company, and say that the officials, whether from demoralization, or excitement, or from absolute pigheadedness acted most inhumanly in many cases, and treated the wounded most shamefully. There was nothing to hinder the officials from running trains back and forth eastward to Gilman and westward to Chatsworth all through the night, carrying away the wounded and bringing back supplies, but nothing of this kind was done.

The fact that the dry prairie grass grew right up to the line was, or should have been, known to the officials, and the fact that the wooden trestle work across the culvert was burned by the sun until it was as inflammable as tinder was also known or should have been. If ordinary precautions had been observed the accident would not have occurred.

Corrected List of the Killed.

CHATSWORTH, Ill., Aug. 12.—The list of killed, so far as ascertained at 12 o'clock, is as follows:

Peoria—Miss Pearl Adams, Mrs. William Allan, Mrs. Pearl Andrews, Mrs. William Ball and daughter, Mrs. Blandin and two children, J. Brady, Mrs. S. D. Breeze, M. Breeze, Elizabeth Dress, Capt. Dankle, Harbor Master of Peoria; Peter Dolke, Mrs. James Deal, Mrs. Fannie Deal, Mrs. Doty and daughter; Mrs. Edwards and two daughters, Pearl French, William French, Mrs. Ada Gate, Mrs. W. Garretson, Mrs. A. Garsten, E. Godel, — — Godel, son of E. Godel, Mrs. Kelly, Miss Kelly, Elsei Mach, Miss Maggie Malvow, Mrs. E. T. Mann, Edward McClintock, Eugene McClintock, engineer, and daughter; Mrs. H. B. McClure, Miss Mary McEven, Mrs. Miller, Miss Merley, Mrs. John Murphy, Rose Murphy, John Murphy, Arthur McCarthy, — Neil, Mrs. Jennie O'Shaughnessy, Miss E. Powers, Phenie Proham, Mr. Pardy, Mrs. Putney, Wm. M. Reagan, J. D. Richards, Mrs. Ida Saulsburn, Mrs. Sindlay, George O. Smith, T. A. Smith, Con. Smith, Wm. F. Stormes and two daughters, Wm. Stevens and two daughters, Mrs. Snedeman and son Frank, Emma Stevens, Ide Stevens, R. E. Sterachan, — Trivillo, Elsie Ulrich, Mrs. Valdijo and daughter, Mr. W. Valdijo, Miss Julia Valdijo, Mrs. Valentine, Miss Ada Walin, R. R. Wright, Mrs. Wright, Mr. Wright, Mrs. E. B. Winnettee, Frank Wrennell, Miss Pearl Wrennell, Mrs. Wm. Zondell, Mrs. Zimmerman.

From other towns—Rev. Mrs. Haymill, Abingdon, Ill.; Mrs. Snedeker, Abingdon, Ill.; Ezra Gale, Alta, Ill.; Michael Regan, Binghamton, N.Y.; C. A. Martin, Bloomington, Ill.; A. A. Maxter, Bloomington, Ill.; A. A. Morton, Bloomington, Ill.; J. J. Body, Breedsville, Ill.; D. A. Green, Breedsville, Ill.; J. A. Green, Breedsville, Ill.; J. F. Kelly, Breedsville; J. S. Kaler, Breedsville; J. S. Kelly, Breedsville; James Shennan, Brinfield, Ill.; W. H. Potter, Bushnell, Ill.; Noah Havemore, Canton, Ill.; — Chowda, Orenos, Ill.; Wm. Craig, Cuba, Ill.; W. H. Lot, Elmwood, Ill.; Mat. Castle, El Paso, Ill.; James Blair, Eureka, Ill.; Mrs. J. A. Clay, Eureka; Matilda Clay, Eureka; J. M. Clay, Eureka; — Laws, Sherman; — May, Eureka; Miss Jessie Meek, Eureka; Mrs. Judge Meek, Eureka; Emeline Carnthers, Evans, Ill.; E. F. Adams, Fairbury, Ill.; Mrs. Dr. Duckill, Forest, Ill.; Miss Eva Allen, Fort Madison, Iowa; Miss Nancy Alter, Fort Madison, Iowa; Miss Minnie Alter, Fort Madison; Miss Eva Alter, Fort Madison; J. D. Richardson, Franklin, Neb.; J. Whiteridge, Franklin; Dr. W. M. Collins, Galesburg, Ill.; Mr. E. Godel and son, Galesburg, Mrs. McClure and child, Galesburg, Ill.; P. P. VanLiew, Galesburg, Ill.; Wm. Forbes, Glenwood, Ill.; Henry Siegel and son, Keokuk; Olney Sparks, Green Valley, Ill.; Rev. O. Sparks, Green Valley, Ill.; John A. Moore, Jacksonville, Ill.; Mrs. Arch. B. Crosswell, Kankakee, Ill.; Mrs. H. B. McClure, Keithsburg, Ill.; Melvin Smith, Metamora, Ill.; Mrs. M. Smith, Metamora, Ill.; Isaac Body, Morrison, Ill.; Isaac Bauly, Morrison, Ill.; infant child of Mrs. Joe Neal, Moseville, Ill.; Mrs. R. H. Clark, Richtown, Ohio; Oscar Johnson, Sever, Ill.; Mrs. Marsh, Syracuse, N.Y.; Mrs. Cooper, Pekin, Ill.; Perry Hicben, Pekin, Ill.; Paul Eilter, Pekin; Mr. Stoddart, Watseka, Ill.; Mrs. Stoddart, Watseka; Martin Carsell, Washington, Ill.; Mrs. Elizabeth Cress, Washington, Ill.; George Press, Washington, Ill.; Mrs. P. Press, Washington, Ill.; Mrs. John Vorhees, Washington, Ill.; Mrs. Ed. Stoddart, West Point, Iowa; Miss Emeline Callester, Winona, Ill.; — Trim, a traveling man of Chicago.

THE ENGINEER EXPERTS.

REPORT UPON THE MEANS TO INCREASE OUR WATER SUPPLY.

Ald. Rogers' Scheme the Only Feasible One for a Temporary Measure—Mr. Galt's Scheme Preferred Over Ald. Boustead's—Estimated Cost of the Different Proposals.

The gentlemen appointed as experts to decide upon the feasibility and probable cost of the different schemes submitted for the extension of our waterworks system, completed their report yesterday, which will be presented to the Waterworks Committee on Monday afternoon, and to the Council on Monday night. Through the kindness of Chairman Boustead and Superintendent Hamilton The World is enabled to give the report to the public at once. The experts after referring to their instructions proceed as follows:

The Three Schemes.

First—As regards Ald. Rogers' scheme to erect a centrifugal pump at the connection between the 4 and 6-ft. conduit pipes on the Island of sufficient capacity to give the additional head necessary to increase the delivery of the present pipe into the engine house well to some 22,000,000 gallons daily, we estimate the probable requirements and cost as follows:

1 Centrifugal pumping engine on Island	$ 8,510
2 steel boilers, 5 inches x 16 inches	2,500
Foundation and settings of engines and boilers	3,000
Engine house, boiler house and chimney	9,000
Stand pipe and connections to the 6 and 4 ft. pipes	2,800
Coal shed and landing stage or wharf	3,200
Erecting machinery	1,400
	$26,410
10 per cent. for contingencies	2,641
	$29,000
The working expenses we estimate at $83 per day, or per annum	$12,045
To which should be added 4 per cent. on cost	1,160
Making a total annual expenditure of	$13,205

The time required to put this in working order we estimate at four months after passing of the bylaw.

MR. GALT'S SUGGESTIONS.

Second—Mr. Galt's scheme to establish a new pumping station on the Island and force the water through a new iron pipe to be laid on the sand bar, running northwesterly to Queen's Wharf, connecting with the mains on Bathurst street, this new pumping station to be auxiliary to the existing works for the present, with a view to its ultimately becoming the main works. We estimate the cost of this scheme:

18,000 ft. of pipe 3 ft. in diameter	$172,750
One 10,000,000 gallon engine, with boilers, foundations, engine house and coal shed complete	79,800
	$252,250
10 per cent for contingencies	25,225
	$277,475
We estimate the running expenses at $93.50 per day, equal per annum	$34,127
Interest on cost at 4 per cent	11,099
Making a total annual expenditure of	$45,226

The time required to put this in working order is estimated at one year from the passing of the bylaw.

ALD. BOUSTEAD'S PROPOSAL.

Third—Ald. Boustead's scheme to increase the capacity by laying a new iron pipe across the bay from the engine house well, connecting directly with the 6-foot conduit pipe, the new pipe to be of such strength as to be serviceable should it be hereafter decided to adopt the system of pumping from the Island, a 12,000,000-gallon engine to replace the present 4,000,000-gallon Worthington. We estimate the cost of this scheme:

10,000 ft. of 5-ft. pipe	$341,600
12,000,000 gallon engine, with boilers and connections complete	98,000
Extension of 36-in. pumping main	25,400
	$465,000
10 per cent. for contingencies	46,500
	$511,500
The running expenses we estimate at $78 per day, equal per annum	$28,470
Interest on cost at 4 per cent	20,460
Making a total cost per annum of	$48,930

The time required to put this in working order we estimate at one year from the passing of the bylaw.

THE RECOMMENDATION.

As a temporary measure, Ald. Rogers' scheme is the only practical one submitted to us, and will provide for a daily supply of 22,000,000 gallons with all the three present engines running to their full capacity.

With regard to the proposals for permanent work Mr. Galt's scheme provides for a daily supply of 25,000,000 gallons, using 15,000,000 from the present station and 10,000,000 from a new station on the Island. By adding additional pumps on the Island this could be increased to 30,000,000 of gallons from the Island station without requiring a new discharge pipe, making a total of 45,000,000 gallons from both stations. Ald. Boustead's scheme provides for a daily supply of 30,000,000 gallons with all three pumps going at their full capacity, and this could be increased to a supply of 40,000,000 gallons daily by adding additional pumps.

We beg to call attention to the following point: That in Mr. Galt's scheme only 15,000,000 gallons are estimated as being taken from the present station, thereby providing for a spare engine, whereas in Ald. Boustead's scheme all the three engines are required to pump the quantity estimated.

GEO. C. ROBB,
JOHN GALT,
WM. HAMILTON,
ALAN MACDOUGALL.

What is Wanted.

It will be noticed in the above that the engineers differ materially in their estimate of the cost of a 5-ft. pipe from the figures first given. They place the cost at $341,600, as compared with the original estimate of $276,000—a pretty considerable difference. It will be noticed, too, that no consideration is given the Mimico scheme suggested by Mr. Hamilton, the Humber Bay scheme by Mr. Frank Turner, nor either of the three schemes for getting water by gravitation, to say nothing of the half dozen other schemes that have been sugested from one source or another.

In effect they have decided that for a temporary measure Ald. Rogers' scheme is the best. As to the wider question they have not pronounced further than to say that Mr. Galt's plan is better than that proposed by Ald. Boustead. Further than that they really had no right to go.

The temporary measure is all that need be discussed at the present time. The broad general plan will not be disposed of in a week or two—and to be satisfactory it will have to be something more than a mere patching up of the present system.

A Letter from Charles Martin, C.E.

Editor World: In the various suggestions that have been made relating to our water supply, much has been said and ideas given without regard to facts and the true state of things. The 3-ft. pipe across the Bay is perfectly sound; there is not as much leakage as would fill a straw, and could be made to supply 20,000,000 gallons daily. The oak staves in the 4-ft. pipe must be rotten and may collapse any day. When I examined it, and then it had only been down four years, these staves were percolated with thousands of holes, varying from the size of a straw to a quarter of an inch in diameter.

The laying of a 5-ft. pipe across the Bay is lightly spoken of, it is not so simple and easy a job as some people imagine. To be proportionately as strong as the 3-ft. pipe to resist fracture, it should weigh one thousand pounds per lineal foot, and at three cents a pound it will be seen that $360,000 will not pay for it. The possible impediments to navigation and the serious consequences of a fracture should be carefully considered. The present smoke stack at the Waterworks is too small for the furnaces now connected with it, being only five feet square inside at top. More furnaces cannot be added without producing much greater inefficiency than at present and the general lay out of the work is too much cramped. Do not increase the pumping power at the present work, lay a hemlock flume eighteen feet in area from the 6-ft. pipe to the present 3-ft. pipe at a very moderate outlay, not exceeding $30,000, it would last under water as long as iron, or nearly so, and when necessary lay another 3-ft. across the Bay by the side of the present one.

Adopt the plan of Mr. Frank Turner, C.E., as the best yet proposed, but without reservoir, connecting it with present mains. It is the cheapest by far, the most efficient, and could be carried out in far less time than any other plan that has been suggested.

CHARLES MARTIN, C.E.

Toronto, Aug. 12.

FOR THE BENEFIT OF YOUNG WOMEN

What the Charitable Ladies Are Doing and Will Do in Future.

At the meeting of the Girls' Industrial Institute yesterday a new constitution was adopted, which was found necessary on account of the work being now separated from that of the Y.W.C.A. Some alterations have to be made in the building at Richmond and Sheppard-street which will for a short time cause some inconvenience, but the coffee-room and dormatories will not be disturbed. The additional building now being erected will be ready for occupation before winter. As soon as possible the "kitchen garden" classes will be started by the Y.W.C.T.U., and the work for young women will be prosecuted; as it has been, by means of classes, meetings, lectures, etc. Especial attention will be given to training young girls in housework.

The annual meeting for selecting the new board of managers will be held just before the opening of the new building. In the meantime the present committee will continue to act. Newsgirls and others willing to be trained can be received at once.

During the past month twenty-nine women and girls have found a temporary home, ten are permanent boarders and the rest have gone to situations. On account of the alterations referred to, extra funds are necessary. A fee of $1 a year constitutes a member, and $25 is a life member's fee. The names of those who wish to become members or to aid the work by donations can be sent to Mrs. Brett, convener; Mrs. Dickson, Upper Canada College, Treasurer, or Mrs. D. McFarlane, Secretary.

THE EDUCATIONAL SOCIETY.

The Organization Reported Prosperous—Election of New Officers.

The annual meeting of the Ontario Educational Society was held on Thursday evening in Stuart's Hall, in Yonge-street, the president, P. Dawson, B.A., of the Weston High School in the chair. The report of the secretary-treasurer showed that during the year much work had been done in advancing the interests of the society. The financial statement was satisfactory. Reports of the directors from various parts of the province showed that while a certain amount of apathy existed with reference to the necessity of the society, it was confined chiefly to the class of young teachers who intended to make the teaching profession a stepping-stone to some other profession. County branch societies are beginning to be formed, and the usefulness of the society was being admitted by the teachers generally. The secretary reported several cases in which disputes between teachers and trustees in regard to salary were amicably adjusted through him.

The resignation of Mr. Boyle as secretary-treasurer was reluctantly accepted.

These officers were elected: President, R. Dawson, B.A., Weston; Vice-President, R. Lewis, Toronto. Directors—J. W. Hembridge, Kingston; R. W. Hicks, Parkdale; A. Miller, M.A., Vienna; Robt. Sanderson, Harriston; D. H. Lent, Richmond Hill; W. Macintosh, Madoc; R. W. Scott, Ottawa; R. Coates, Burlington.