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SEVENTEENTH YEAR — SIX PAGES—WEDNESDAY MORNING SEPTEMBER 30 1896—SIX PAGES — ONE CENT

NOT TIED UP YET, BUT...

C. P. R. Officials Are Putting Up a Great Fight

AGAINST THE OPERATORS.

Passenger Trains are Behind Time, But Freights Are Nowhere.

The Strike Seems to Have Crippled Traffic More on the Western Divisions Than in the East—Winnipeg Grain Men are the Sufferers—Chief Pierson Talks About a Narrow Escape From Collision Near Montreal, But Manager Tait Denies the Story in Toto—Did the Railway Companies Get the Law Amended so as to Make Railroad Strikes Criminal?—Smash-up Yesterday—News From Along the Line.

That the strike instituted night before last by the train despatchers and telegraph operators of the C.P.R. may yet be fraught with serious consequences to the railway and the public was proven by the occurrence yesterday of a bad smash-up on the line between Havelock and Toronto Junction.

The accident was a result of the difficulty of handling trains occasioned by the quitting of the men. As some of the stations were manned by inexperienced men, some misconstruction was put upon the orders from the despatchers' offices, and as a consequence No. 50, a regular freight, and a special goods train came together. The damage sustained by the company's rolling stock was great, and an employe named Douglas received injuries which may prove fatal. A full account of the disaster is given in another column, and the occurrence is mentioned here in order to indicate that the road is at any rate to a certain extent in a crippled condition owing to the action of the strikers.

MOVEMENT OF TRAINS.

The strike continues to more or less interfere with the movement of trains upon all divisions of the Canadian Pacific Railway. Train despatchers and telegraph operators are reported "out" all along the line, and many stations on various sections of the road are unmanned.

The railway authorities, however, are making great efforts to cope with the emergency, and they are now confident that the strikers will get the worst of the deal.

As far as the O. & Q. division of the road is concerned, the chief officials say that they are able to cope with the difficulty, and that the back of the lock-out is about broken. Assistant Superintendent Williams left here yesterday morning and went over the road as far as Windsor, whence he telephoned last evening that, though some men had gone out, the eastern section of the line was in a pretty satisfactory condition. He reported that between London and Windsor alone twenty-two of the dissatisfied men had resumed their duties.

THIRTY NEW MEN.

Thirty new men were taken on by the company at Toronto alone yesterday and sent out to man some of the vacated posts. From Montreal it is learned that 30 extra operators were despatched to points in Quebec. Though G. A. Joyce and A. L. Smith, two of the local train despatchers, have joined the strikers, their places have been filled by other men, and it is stated that the despatchers at Smith's Falls and the other division centres are at their desks.

LATE TRAINS.

The C.P.R. managed yesterday to run all its passenger trains which were scheduled to leave or arrive at Toronto, but many of them were from a few minutes to several hours late. The express from Owen Sound, due here at 8.20, did not turn up till 9 o'clock, and on its arrival it was learned that 15 out of the 30 stations between that town and this city were minus operators.

The Ottawa train, timed to get here at 7 p.m., was over two hours late, and one of the trainmen stated to The World that at many points between the Capital and the Queen City the operators were not at work.

It was 10.45 before the Windsor express, due at 8.30, pulled into the Union Station. At some of the stopping places on the route the men were reported out and the delay of the train was occasioned by the strike. Owing to the difficulty of sending instructions along the line, the train was held for two hours at Belle River, in order to pass a west-bound express from Toronto, which was also away behind time.

MOVEMENT OF FREIGHT.

Questioned as to what success they were meeting with in handling freights, the officials asserted that in this immediate district a blockade had been avoided. They were unable to say, however, how goods trains were being moved at Windsor and other chief centres.

Considerable perturbation was occasioned the train despatchers by the receipt of a message, asking the C.P.R. to handle Lord Aberdeen's special car, which went through Toronto last night. The Grand Trunk is conveying His Excellency to Woodstock, where the C.P.R. will take charge of the Governor-General's car, run it down to St. Thomas and hand it over to the Michigan Central authorities, who will convey it to Essex, where the Vice Regal party will attend the fair to-day. Capt. Wilbtrforce, A.D.C., called at the C.P.R. headquarters last evening to thank General Superintendent Leonard on behalf of His Excellency on making such good arrangements, while the road was in its present difficulties

BETTER AND WORSE.

"How are things to-night, better or worse?" asked The World Chief Train Despatcher Price.

"Better, as far as this office is concerned," was the reply, "but worse as regards outside operators."

Applications from operators willing to take the places of the strikers are already pouring in from all quarters. Mr. Price stated that he was receiving telegrams from many anxious to get employment, but that, as safety to life and property was the first consideration of the road, skilful telegraphers who were not familiar with train despatching were being rejected. He had wired several to "come on" if they were accustomed to railway work.

As he made this statement, Mr. Price held in his hand a great bundle of applications for positions he had received. He added that, after manning all stations in this division, the road would have a surplus of operators to send to other sections of the road, and he su[illegible] that railway telegraphers [illegible] Western States were already [illegible]g across the border to offer them[illegible]ves for the vacancies that might occur out west.

WHAT MR. LEONARD SAYS.

When asked by The World at a late hour last night if he wished to make any statement from the railway's standpoint, General Superintendent J. W. Leonard of the O. & Q. division said: "I think that as far as this division is concerned the strike is about over. The men seem to be climbing over to our side of the fence, and many of the strikers are coming back to work. The operators, for instance, at St. Thomas, Drumbo, Ayr and Shaw, who were out this morning, are working all night to-night. Twenty-two returned to their duty between London and Windsor this afternoon."

As far as he could learn, Mr. Leonard went on, the line was manned between Ottawa and Montreal and also between Montreal and Newport. A number of operators had left their posts between Brigham Junction and Lake Megantic, but 30 men left Montreal to take their places.

THE APPLICATION IRREGULAR.

Continuing, the General Superintendent observed that the men had not struck because of their alleged grievances, but because the management had refused to entertain their irregular application for redress. Had they gone to the proper source, the trouble would have been averted, but instead of taking the matter to the Assistant Divisional Superintendent they had seen fit to go to headquarters. Mr. Leonard emphasized the statement that C.P.R. officials were always given full opportunity to air their grievances and allowed to appeal their cases as high as they liked to carry them, even if it was to the Board of Directors. The Superintendent here instanced a case in which six months ago there was a fireman on the O. & Q. division appealed to him from a decision given by their chief, the master mechanic, and obtained a new six years' contract with new terms.

SOME GRIEVANCES DENIED.

Mr. Leonard also stated that on the O. & Q. division some of the grievances which the men complained of did not exist. They were not asked to do menial duties. In some cases of course the operators had every evening to light four or five station lamps. As far as the cleaning of offices was concerned the road allowed each operator from $1 to $3 every month to pay a woman for scrubbing and the like, and he produced the pay sheets of the company to bear out this assertion.

Then, turning to the complaint as to the pumping of water for the engines at certain points, the Superintendent pointed out that where such work was required of any operator or agent an extra salary was paid him for his extra labor.

ABOUT THE OLIVE BRANCH.

"Will the company pardon the men who go back to work now?" queried the scribe.

"I can't say as to that," said Mr. Leonard. "We'll have to think that over. One man can't prevent a thousand operators from working by leaving his line open, and I don't know that to say about men who will thus refuse to allow others to attend to their duties.

MAY INVOKE LAW.

It is possible that the company may proceed against the recalcitrants under the criminal code for their action in suddenly quitting the employ of the road. Mr. MacMurchy of Wells & MacMurchy, solicitors for the railway, in conversation with The World last night, referred to several acts of Parliament under which he contends the men are liable to imprisonment for life terms and under,

Under sub-sections e and f or section 489 of the Criminal Code of Canada, "every one is guilty of an indictable offence and liable to five years' imprisonment, who, in manner likely to cause damage to valuable property, without endangering life or person, wilfully omits to do any act which it is his duty to do, or does any other unlawful act."

Section 490 of the code reads: "Every one is guilty of an indictable offence and liable to two years' imprisonment who, by any act or wilful omission, obstructs or interrupts or causes to be obstructed or interrupted * * * the free use of any railway or any part thereof."

A QUESTION OF CONTRACT.

Again, take section 521, sub-section c, which says: "Every one is guilty of an indictable offence and liable to a penalty not exceeding $100 or three months' imprisonment, with or without hard labor, who, being under any contract made by him, with a railway company, bound * * * to carry Her Majesty's mails, or to carry passengers or freight, * * * wilfully breaks such contract, knowing or having reason to believe that the probable consequences of his so doing, either alone or in combination with others, will be to delay or prevent the running of any locomotive, engine or tender, or freight or passenger train or car."

Mr. MacMurchy claims that the strikers may be punished under these clauses of the code, and he backs the last-named section up by referring to a similar provision in section 95, cap. 35, of the Postal Act, Revised Statutes of Canada. He also quotes sections 61 and 62 of the Criminal Code to show that whoever counselled or advised the strike is regarded by the law as a principal to the offence and is liable to the same punishments as the actual offenders.

WHAT MR. PIERSON SAYS.

Things are "Running Smoothly" on the C.P.R. Since the Operators Went Out.

Montreal, Sept. 29.—(Special.)—In an interview this evening Mr. Pierson says: "I am in communication with the Grand Secretaries of the other railway organizations, and although at this stage of the negotiations I am not in a position to say much with regard to this phase of the question, I may say that we shall see what we shall see later on. 'Everything is running smoothly,' the officials of the company say. Do they? Perhaps it may interest you to learn that two trains met face to face on the big trestle viaduct just outside Windsor-street station just an hour or two ago. They were the Boston express, leaving Montrea lat 9 a.m. and the New York Central train coming in at 9.20 a.m. Luckily they both stopped in time; but just fancy! That is where the two trains filled with people met, and the conductor on each of those trains had been given 'a line clear' order. Is that 'running smothly'?

"We were speaking just now of the salaries given to operators and the work required from them. Why, let us go a step or two further, and I am prepared to make the statement that train despatchers have been in many instances paid salaries ranging from $35 to $65 a month."

"May I pin you down to this statement, Mr. Pierson, and ask you for one instance where a despatcher has been paid no more than $35 a month?"

"Yes," replied the Assistant Chief, cheerfully. "I am quite ready to tell you where this was done. It was at Farnham, and if you have time to come with me, I can introduce you to the very man. Shortly before this trouble came up they gave him $45, and then two or three days ago they attempted to bribe him not to come out with us by offering to add another $10 a month. Why, train despatchers in the United States would never be engaged at less than $100 a month, and often they go to $125 and $150, with chief despatchers at $150 and $175 a month.

"No, I tell you that this is no rash move. It is a well-considered one. The operators on the C.P.R. are a most conservative body of men, and they don't want strikes."

MANAGER TAIT'S DENIAL.

He Says Mr. Pierson's Statements are at Variance With Facts.

Montreal, Sept. 29.—(Special.)—Mr. Thomas Tait at a late hour this evening characterized Mr. Pierson's statements as notoriously at variance with the facts. The assertion that two trains almost collided between Windsor Depot and Montreal Junction was too ridiculous for anything, as there is a double track all the way out. The Assistant General Manager also said all the trains are in this evening except the "Soo," and she is getting along, and the trains went out as usual. All the important freight trains are going and a despatch from Winnipeg says all passenger, stock, tea and other important trains are being moved all right. He concluded as follows: "We are gaining ground rapidly. We are certainly sending men to replace the strikers and we test them all before they are allowed to depart."

CRIPPLES THE GRAIN TRADE.

Winnipeg Dealers Feel the Strike—A Success in the West.

Winnipeg, Man., Sept. 29.—(Special.)—The telegraphers' strike, as far as the Western and Pacific divisions of the company is concerned, appears to have been well managed, all the operators going out promptly.

The strike affects the commercial business very considerably. Wholesale merchants and grain dealers are unable to communicate by wire with their customers and agents excepting at the large towns, and several firms are being much inconvenienced. The grain trade feels the absence of telegraphic service more than any other commercial class, as they cannot instruct their buyers on emergent matters. A large number of messages had to be placed on file at the Winnipeg office to-day for the reason that operators could not be "raised" at smaller provincial points to which they were addressed.

LATE TRAINS AT OTTAWA.

But the Service on That Division Does Not Seem to be Badly Off.

Ottawa, Sept. 29.—(Special.)—The effect of the telegraphers' strike on the movement of trains was felt in Ottawa almost immediately. The "Soo" express, due here at 4.18 this morning, had not been heard of and could not be located at 11 o'clock. It is surmised that it is tied up at some point west of Chalk River. The Toronto express, due at 6 a.m., arrived about an hour later and found no difficulty in getting through. The Brockville train got in slightly late, and trains can run all right on this division, as the operators at both Carleton Junction and Smith's Falls, as well as along the Prescott line, have not gone out. The greatest difficulty will be felt in out-of-the-way crossing places where the operator is a union man, and the operators claim that one operator left behind at these points will throw the whole system into general disorder. Appearances indicate that they have been watching the situation carefully, and have taken the most favorable moment for urging their demands. The Toronto train was two hours and a half late tonight.

CRIPPLED IN THE EAST.

Every Man Went Out Between St. John, N.B., and Megantic.

St. John, N.B., Sept. 29.—The Canadian Pacific Railway telegraphers' strike is in full blast in this division, which extends from this city to Megantic. All the operators have obeyed the order to strike and the company is in a considerably crippled condition, although at general offices this is denied. The chief train despatcher, who is not a member of the Order of Railway Telegraphers, is the only man on duty to-night. Every regular operator between this city and Vanceboro is out. Officials who understand telegraphy are being pressed into duty at important points, and it is not expected there will be much interruption to regular passenger trains, but the freight business is bound to suffer. The station agents on this section have joined with their men and quit work.

LATEST FROM MONTREAL.

Who Started the Story That the C.P.R. Wires Had Been Tampered With?

Montreal, Sept. 29.—(Midnight Special.)—The strike of C.P. Telegraph operators is now an accomplished fact, yet the opinion gains ground that the men who are out have been ill-advised and will be by all odds the losers in the end. The company have now a free road from Montreal to Detroit, and as far west on the main line as Chalk River, although a good deal of delay has taken place in the arrival of the trains. The "Soo," for instance, is eight hours behind, yet Mr. Tait states that no trains have been cancelled, and the company are fast regaining possession of the different lines. The commercial operators have proved true to the company, and many of these, with newly-engaged operators, are being constantly sent out on the several roads. Mr. Spencer told your correspondent to-night that applications for employment were coming in rapidly, and he thought the strikers' places would be filled before long. A great many of the operators who went out yesterday between here and Detroit returned to their places to-day, and a good many also on the Ottawa and Quebec lines. The gravest feature of to-day's proceedings is the alleged tampering with the company's wires, and a reward of $200 has been offered for the apprehension of the guilty parties. The Canadian Pacific holds that the men in leaving their employ without notice have acted illegally. They claim that the men are engaged to work by the month, and under the laws of Canada, as well as their agreement with the company, they cannot leave their work at a moment's notice, but must give two weeks' warning of their intention to leave the service.

Mr. Pierson is still here engineering the strike, and claims that the company will not be able to hold out. He states that 700 men are out, but the company deny this emphatically.

HIRING MEN IN BOSTON.

Bostonf Sept. 29.—Up to 3 p.m. the Canadian Pacific Railway Company had hired seven men in this city to take the places of the men who have gone on strike.

Annual Recital—Jessie Alexander and Band of 48th Highlanders—Massey Hall, Tuesday, Oct. 6. Plan opens Friday, Oct. 2, at Massey Hall box office.

SIX MONTHS FOR PROCURING.

A Cobourg Man and His Wife Get Their Proper Dues.

Cobourg, Ont., Sept. 29.—At the County Judge's criminal court here yesterday before His Honor Judge Benson, Mrs. Fennell was sentenced to six months at Mercer Reformatory, and her husband, M. Fennell, six months at Central Prison for procuring a young girl for immoral purposes.

Do you need a typewriter? Have you seen the Empire at 64 King-st. west?

Cook's Turkish Baths, 204 King W., evening 50c.

ANOTHER LAPSE OF MEMORY

This Time Sir Henri Joly Was the Afflicted One.

KICKING IN COMMITTEE.

Objection Raised to Paying Salaries to Any More Judges.

Mr. Foster Advocates a Reorganization of the Judiciary, and Sir Charles Tupper Points Out a Grave Issue—Mr. Laurier Says the Judicial System is a Blot on the Constitution—Over Fourteen Hundred Dollars for Arrears of Newspaper Subscriptions—Fair Progress With the Supplementary Estimates.

Ottawa, Sept. 29.—(Special.)—In the House to-day Sir Henri Joly explained that the other evening he had stated in 1879, when the new staff of officers for the weights and measures service was appointed, none of the officers so employed under Mr. Mackenzie's regime were re-appointed. Since making that statement he had found he was in error. Seven of the old staff appear to have been re-appointed out of sixty-seven officers appointed by the Conservatives. In justice to the House he felt it necessary to make this correction.

Mr. Mills: Next! (Laughter)

Mr. McGillivray called attention to a statement in The Orillia Packet that Mr. Gillespie, Liberal candidate for North Ontario, last December had endeavored to secure the trade of the Indians of Rama by means of letters from Mr. Laurier and the Minister of the Interior. Mr. Myers, contractor to the Indians, had given every satisfaction during the past 18 years, and he was surprised that use should be made of the Premier's name in such a way. He asked Mr. Laurier if he had authorised the use of the letter which he sent to Mr. Gillespie.

Mr. Laurier replied that if there was nothing more in the letter than that to which Mr. McGillivray had alluded he could not go back upon his statement.

The House then went into Committee of Supply on the supplementary estimates.

TOO MANY JUDGES.

Opposition was offered to the vote of $2000 for an extra county court judge in Manitoba, the excuse for which, as given by the Solicitor-General, being that representations had been made by the Attorney-General to the effect that the work necessitated an additional judge. Mr. Fitzpatrick said that the salary might be dropped next session, as the appointment was only provisional.

Mr. Foster made an earnest appeal to have the appropriation dropped. There were, he asserted, too many judges in Canada already. There was now a claim for a general advance in judges' salaries, and he thought this could best be met by a re-organization of the entire judiciary and a reduction. More than that, the supplementary estimates were unusually large. In fact, they meant a discrepancy of over two millions between expenditure and revenue for the year, necessitating a resort to borrowing in the English market.

Mr. Davies accused the ex-Finance Minister of insincerity. It was strange that, after voting judges' salaries for years, he should suddenly strain at this particular proposal. The Local Legislatures made these appointments, and it was for Parliament to make the provision as to salary.

Sir Charles Tupper denounced the doctrine that Parliament should be found to vote salaries for such additional judges as the local legislatures might choose to demand. There was a still graver question at issue. The proposal to appoint a temporary judge was contrary to the spirit of the constitution, and subversive of the independence of judges.

Mr. Laurier said that the judicial system was a blot on the constitution. Parliament really had no jurisdiction over the creation of a new judicial district and thereby no discretion as to the necessity for new judges. Parliament had only to vote salaries. As one of the fathers of Confederation, Sir Charles was responsible for this anomaly. He would, however, bring down the papers in this case, showing that on the representation of one of the county judges in Manitoba, that his district was too large, the district had been sub-divided.

Sir Hibbert Tupper disagreed entirely with the doctrine that Parliament had no discretion. For years the Department of Justice had steadily resisted the recommendation by the provincial authorities for increases of salary to the judiciary, the executive taking the ground that, having the responsibility for the salaries, they should exercise discretionary powers in relation to all such recommendations.

THE PENITENTIARIES.

On the item of $3000 for "commissions for investigating the affairs of the penitentiaries of Canada," Mr. Rogers (Patron) approved of the proposal to investigate the affairs of the Kingston Penitentiary. It was a source of great expense to the country, and the popular impression was that the prisoners were too well treated in it—at least instances were frequent of convicts asking to be sent there rather than to the Central Prison—as well as of persons perpetrating minor crimes in order to be sent back to the Penitentiary. The item, however, was allowed to stand.

On the item of $1450 "to pay arrears of subscriptions to papers, reviews and other publications, 1889-96," for the Public Works Department, a sharp discussion took place. Mr. Tarte declared the department was in arrears to that amount to newspapers throughout the country.

Mr. Foster informed the committee that the same account had been before him in the past, and he refused to put it in the estimates because an order-in-Council had been passed limiting the departmental expenditure for newspaper subscriptions to $600 a year.

Mr. Tarte was willing to strike it out, and Mr. McMullen backed him up.

On Mr. Tarte's explanation that if subscriptions were not paid up the papers could not be discontinued, the appropriation was voted.

CATTLE QUARANTINE.

In explanation of an item of $12,000 for quarantine, the Minister of Agriculture said that for some years Canadian cattle have been allowed to be transshipped at Portland for ports in Great Britain. Recently Boston was also opened for the shipment of Canadian cattle, but was not open at present, for the reason that the C.P.R. had not completed the stock yards at Richford, where cattle could be examined as insisted on by the United States authorities.

DR. M'EACHREN'S LUCK.

Mr. Fisher explained that Dr. McEachren had been appointed Chief Veterinary Inspector of the Dominion and his salary increased by $1000, making it $2500 a year.

Mr. McMullen thought that under these circumstances McEachren should "cut loose" entirely from the Wellington Ranch Company, of which he had been manager for some years.

Dr. Sproule asked if the understanding with Dr. McEachren was that he should devote all his time to the Government's work; $2500 a year would not be adequate compensation to a professional man of his ability.

Mr. Fisher said there was no understanding that Dr. McEachren was to devote all his time to the service of the Government.

Mr. Fisher explained the steps which are to be taken to stamp out hog cholera, which had prevailed, not only in Essex County, but around Toronto, and had actually been found on Toronto market. It was probable that more animals would have to be slaughtered than was usual in order to thoroughly stamp out the disease.

MR. WALLACE KICKED.

Mr. Wallace strongly objected to the item of $5000 for erecting a building at the Three Rivers Exhibition to accommodate the Experimental Farm exhibit. It was creating a bad precedent and would lead to similar demands on all parts of Canada.

Mr. Fisher replied that the building was arranged for by the late Government.

Sir Adolphe Caron, in whose constituency the building has been erected, expressed his regret that Mr. Wallace should not take a broader view of this matter. The building would be an object lesson to the farmers of the locality.

Mr. McMullen urged Mr. Wallace to try and get a similar building erected in Woodbridge Fair grounds. (Hear, hear.)

After some further talk the item passed.

Considerable progress was made, the militia and canal items being considered. The committee reported and the House adjourned at 12.55.

The New Williams Sewing Machine and the Empire Typewriter are made by the same company.

Big Hose Contract.

20 dozen bicycle hose to be slaughtered to-day; 16 dozen plain ribbed legs. Thin feet, fancy turn-over tops, regular $1.50, choice 75c a pair; 10 dozen fancy check turn-over tops, regular $1.35, at 50c a pair. This is a snap. These goods were bought at a price, just the thing for cycling, shooting, golfing, skating and general wear. Sword, 55 King-street east.

Turkish baths open day and night, 129 Yonge.

Parties desiring winter board should not overlook the Lakeview, corner Winchester and Parliament-streets. Just a few rooms left. J. H. Ayre, Proprietor. 135

Never-Leak Tire Fluid makes any Tire Puncture Proof, absolutely sure. The Harold A Wilson Co., 35 King-st. west, Toronto.

Dr. Bergin is Better.

Cornwall, Ont., Sept. 29.—Dr. Bergin's condition to-night remains unchanged. He seems brighter to-day than he has for some days.

"Salada" Ceylon Tea is soothing.

A Broken Leg.

Edward Rossa, 385 Delaware-avenue, who was employed laying the new pavement on Brunswick-avenue, had his leg broken by a plank falling on it. He was taken home.

The Empire is the only high grade typewriter that is sold at a reasonable cost.

Steamer Whitney Grounded.

Ogdensburg, N.Y., Sept. 29.—The steamer D. C. Whitney, with grain from Chicago, grounded on a bar in the lower harbor yesterday in trying to get to the elevator. Thus far it has been impossible to release her.

Have you seen the Empire Typewriter at 64 King st. west?

INTERESTED IN HER WELFARE.

UNCLE SAM (seriously contemplating an offer): That's a right smart gal that no help of Miss Canady's, an' I hope she won't make too many "breaks" an' lose her place

MARTIN STOCK UP AGAIN.

Fighting Joe Again Looked Upon in Winnipeg as the Coming Minister of the Interior.

Winnipeg, Sept. 29.—(Special.)—No body seems to know exactly why, but the feeling in Winnipeg once again is that Joseph Martin is to become Minister of the Interior. The Conservative organ here says: "The latest rumors from Ottawa and on the street in Winnipeg are to the effect that Mr. Joseph Martin, after all, is to have the portfolio of the Interior and that Mr. Sifton, notwithstanding all that has been said about his chances for this position, has not at any time been seriously considered by Mr. Laurier as his prospective Minister for that department. If this indeed be true, Mr. Laurier has kept his counsel closely, and Mr. Martin has played his part well. We cannot understand how Mr. Martin can square himself with Mr. Laurier on the school question, but presume we shall understand all things in connection with this appointment clearly enough when the time comes."

A. W. Ialton, a prominent merchant of Carberry, has left for parts unknown. His business is in good shape as far as can be ascertained.

A YEAR OF THIRTEEN MONTHS.

How Dr. A. D. Watson of Toronto Would Simplify Our Calendar System.

The Astronomical and Physical Society held their regular fortnightly meeting last night in the Technical School building. Owing to the inclemency of the night, the audience was small.

After the regular routine business was finished, Dr. A. D. Watson delivered before the society his lecture on "The Simplification and Unification of the Calendar." After giving a full and critical history of the origin of the calendar now in use, which he considered was not based on scientific principles, but was rather a combination of Roman, Egyptian and Jewish ideas, step by step the doctor traced the growth of our present system, until the adoption of the Gregorian system in 1482. In order to do away with the many inconsistencies and irregularities of our present calendar, it was proposed to make the year 364 days in length, with two days added in every leap year, in order to make the lunar and solar systems agree. Instead of having 12 months in the year, ranging from 28 to 31 days in each, in the doctor's proposed calendar there would be 13 months in the year, each numbering 28 days, and every month would begin on Sunday and end on Saturday. He would do away with the old names of the month, and number them, instead, thus: Instead of the leafy month of June, he would have sixth month. These changes were held to be very necessary and important to meet the practical demands of the times. The inconveniences that might arise from such a change would be of small moment as compared with its advantages.

Why pay $125 for an American Typewriter when the Empire only costs $35, and is much superior?

Smoke Fletcher's Merchant 5c Havana Cigar. 18 King-street East.

Special value leather-bound cash and memo books, size 4 x 6 1-2, 110 pages, 15c each. Blight Bros., 65 Yonge-street.

Cook's Turkish Baths, 204 King W., day, 75c.

Fetherstonhaugh & Co., patent solicitors and experts, Bank Commerce Building, Toronto.

You will want umbrellas. We have secured for spot cash a special line of ladies' and gents' umbrellas. Call and get one. Prices from 75c. Treble's, 53 King-street west.

Try Watson's Cough Drops.

Junction Topics.

Toronto Junction, Sept. 29.—The service of the Toronto Suburban Railway was completely disorganized last night on account of an overhead wire breaking.

During the storm the large glass sign of Dr. Reid's was blown down and smashed.

Funeral furnishings. Gormally & Somerville, 712 Queen St west. Tel. 5355.

Try Watson's Cough Drops.

Never-Leak Tire Fluid makes any Tire Puncture Proof, absolutely sure. The Harold A Wilson Co., 35 King-street West Toronto.

The leading bicyclists use Adams' Tutti Frutti to allay thirst and give staying power. See that the trade mark name Tutti Frutti is on each 5 cent package.

VISITORS AT THE RACES

Invited to Call at Dineens' Hat and Fur Store, King and Yonge-streets.

Fashionable people from outside the city will to-day attend in large numbers at the races. When in town their attention is called to the fine display of hats and furs at Dineens', corner of King and Yonge-streets, in addition to their fame as hatters and furriers, Dineens are headquarters for fashionable waterproof coats. They also carry a large stock of umbrellas.

Just now Dineens are making a specialty of hats of the finest grade. The firm are direct importers from the great hat centres of England and the United States, and shows styles that no other house in Canada have, as many of the principal makers confine their Toronto shipments exclusively to Dineens. For the famous New York Dunlap hats and those of Henry Heath, London, Eng., Dineens are sole agents. They also carry a full line of Stetson's, Christy's, Lincoln & Bennett's, Woodrow's and other fine hats.

Dineens' own specials in all the newest shapes and of the best quality are giving great satisfaction. Their XXX brand is guaranteed and the prices are around $2.50 and $3. Call the at the big hat store, King and Yonge-streets, and ask to see the Dineens' special, in any of the new shapes. There is no better value anywhere for the money.

Never-Leak Tire Fluid makes any Tire Puncture Proof, absolutely sure. The Harold A. Wilson Co., 35 King-street West Toronto.

California Tokay From Santa Clara Valley.

The popularity of this delicious wine is unprecedented; it is indeed the noblest of all sweet light wines, possessing a rich aroma and a more exquisite taste than any other wine on the market. One of its special features is its purity, to which its undisputed medicinal efficacy is being attributed. We are constantly in receipt of orders by mail for this celebrated wine. Price $2.50 per gallon, or $6 per case. Mara's, 79 and 81 Yonge-street; also vaults 2, 4 and 6 King-street east. Phone 1708.

Pember's Turkish baths, evening, 50c. 129 Yonge.

Gems in Art

Are found in our platinum-finished photographs. The Bryce Studio, 107 King-street west; Telephone No. 1724 for sittings. ed

Call at 64 King-st W. and see the New Williams Sewing Machines and the Empire Typewriter.

Specials to-day—A good white shirt for 50c, or a colored cambric shirt that was $1, or a flannelette night shirt. Treble's, 53 King-street west.

When you ask for Adams' Tutti Frutti see that you get it. Some dealers try to palm off imitations on which they make more profit.

Grand & Toy's Snaps.

Banker's Inkstand 10c each, or three for 25c. Usual price 25c each. Grand & Toy, Stationers and Printers, Wellington and Jordan-streets.

Cook's Turkish Baths, 204 King W. Ladies 75c.

MARRIAGES.

BEATTY—GOODERHAM — At St. James' Cathedral, on Tuesday, Sept. 29, by His Lordship the Bishop of Niagara, assisted by Rev. E. Campion Achison, M.A., of Middletown, Ct., Charles William Beatty, son of W. H. Beatty, Queen's Park, to Lillian May, daughter of George Gooderham, Esq.

M'NICOL—M'INTOSH—On Tuesday, 29th September, at the residence of the bride's father, 12 St. Joseph-street, Toronto, by Rev. Dr. McTavish, Rev. John McNicol, B.A., of Aylmer, Que., to Annie Barron, third daughter of Daniel McIntosh, Esq.

DEATHS.

FOGLER—On Monday morning, Sept. 28, at 273 Sherbourne-street, Isadore Fogler, aged 15, son of Henry and Tillie Fogler. Funeral Wednesday at 3 p.m.

Jessie Alexander's Recital—new program —Massey Hall, Oct. 6.

IS IT WILFUL MURDER?

Robert Carpenter of Tuscarora is the Prisoner.

NOW IN BRANTFORD JAIL.

Awaiting Trial for the Killing of His Young Wife.

The Evidence Taken by the Coroner Shows That the Woman Was Shockingly Bruised—Pretty Direct Evidence That the Couple Had Had Violent Quarrels—William Johnston Heard Particularly Bad Language.

Hagersville, Sept. 29.—There is no abatement of the excitement here over the death of Mrs. Robert Carpenter. Some pretty strong evidence against the dead woman's husband has been brought out by Coroner Heath.

The post-mortem examination, made by Dr. Jones of Hagersville, revealed the following indications of death by violence.

Bright and discolored marks upon both sides of the face and neck.

Above and to the front of the crest of the ilium, an indent one and a half inches, caused by some blunt instrument, supposed to have been caused by the toe of a boot.

A bruise in the left breast near the nipple.

A bruise upon the left shoulder.

A bruise upon the right arm, between the elbow and shoulder.

A bruise upon the left arm an inch square.

An extensive bruise upon the left temple.

An extensive bruise upon the right temple.

Although living on the reserve, both the parties, Carpenter and his wife, are whites. The house, which is a miserable-looking frame building, stands facing the road, which divides Tuscarora from Oneida. It is a two-room house and almost destitute of furniture. In the bedroom there was nothing save an uninviting looking bedstead, while the other room contained three or four chairs and a table and cooking stove. The house, however, was clean and had evidently been well kept.

CARPENTER IS A BLONDE.

Robert Carpenter, the man who stands under the awful charge of having secured the death of his wife, is a fair-complexioned man, of some 40 years of age. He has blue eyes, a wealth of fair hair, and a big blonde mustache. Though at times contemplative, he did not seem to feel his position as keenly as one might have expected, and at times he made the remarks dropped by the witnesses during the investigation.

The Crown was represented by Mr. A. J. Wilkes, Q.C., while the prisoner was unrepresented.

FEELING AGAINST THE MAN.

The deceased, Lillie Winkworth, or Carpenter, was well-known in Hagersville, to which village she belonged. She had lived for a long time with her brother and sister-in-law in that place. The latter did not know Carpenter, and it could be gathered from conversation that the family did not altogether approve of the match. With the exception of Mrs. Giles, all the women witnesses in the case were bitterly hostile to Carpenter and to the feeling of the neighborhood is very much against him. The relation of the doctor's evidence as to the number and character of the wounds, created something of a sensation and many angry looks were cast towards Carpenter, who sat on the end of a bench and hung his head.

The remains were taken to Hagersville, and a certificate for their interment will now be issued by the coroner.

EVIDENCE TAKEN.

The jurors having been sworn, witnesses were called. An old lady named Margaret Giles, who lives in Hagersville, and many years ago was the first. Robert Carpenter was her cousin. She had visited at the house of the Carpenters, and knew them pretty well. They were married in Brantford six week ago, on the 27th of September. The name of the deceased was Lillie Winkworth. Deceased was sick. She had the diarrhoea pretty badly. Deceased had called at her house in Hagersville, and the daughter of witness was sent home with her to live. On Wednesday last, Robert

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IS HE DEHAAM?

Another Attempt to Identify the Mysterious Man Who Took Prussic Acid at the Queen's.

If Chief of Police Conley of Ithaca, N.Y., is correct in his surmises, the man who registered at the Queen's Hotel as "H. Nantaq New York," and took his own life, is Joseph Dehaam, a student of Cornell University. The despatch received by The World gives no further information except that Dehaam is a brother of an instructor in the Johns Hopkins University of Baltimore, Md. The police have heard nothing from Ithaca.

OUR ROSSLAND EDITION.

The World Will Issue a Special Mining Edition in About Two Weeks.

In a couple of weeks The World will issue a special Rossland edition. It will contain a classified business directory of the City of Rossland, B.C., giving the name of every firm and individual doing business in the place. It will treat of the real estate market, the sanitation of the town, its means of communication by rail and highway, the progress of the mining industry, number of men at work, etc. Representatives of The World have been at Rossland for some weeks preparing the matter. Arrangements are being made to circulate this issue of The World very extensively in the Kootenay District, as well as in Eastern Canada. Everyone interested in mining stocks ought to get a copy.

News agents should order extra copies, and merchants who are desirous of pushing their business in this new and growing country ought to avail themselves of this excellent advertising medium.

A Rainy Day.

Minimum and maximum temperatures: Edmonton, 30—62; Winnipeg, 42—72; Port Arthur, 38—62; Toronto, 46—60; Ottawa, 34—62; Montreal, 38—64; Quebec, 36—62; Halifax, 42—64.

PROBS: Strong winds and gales at first, becoming westerly, with rain, then clearing and decreasing winds. Not much change in temperature.

"Salada" Ceylon Tea is comforting.

Steamship Movements.

Sept. 29.	At	From
S. of California	New York	Glasgow
Saale	New York	Bremen
Circassia	New York	Glasgow
Servia	Cape Haven	Montreal
Ethiopia	Glasgow	New York
S. of Nebraska	Glasgow	New York
Majestic	Queenstown	New York
Mongolian	Liverpool	Montreal
Barcelona	Malin Head	Montreal
Scotsman	Moville	Montreal
Laff	Scilly	Halifax
Helen	Brow Head	Chat'm, N.B.
St. John City	The Lizard	St. John, N.B.
Ems	New York	Genoa
St. Louis	Southampton	New York
Lake Superior	Quebec	Liverpool