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EIGHTH YEAR | FRIDAY MORNING, AUGUST 12, 1887. | PRICE ONE CENT

DEATH'S AWFUL GRIST

A Dreadful Butchery on an Illinois Railroad.

ONE HUNDRED PEOPLE PERISH.

The Mangled and Wounded Numbers Over 400.

AN UNPARALLELED R.R. CATASTROPHE.

An Excursion Train on the Toledo, Peoria and Western Railroad, Bearing Over Nine Hundred Passengers, Plunges Through a Bridge—Heartrending Scenes of Death and Destruction—What Was Done to Relieve the Injured.

CHICAGO, Aug. 11.—The Chicago Times' special from Forest, Ill., says: All the railway horrors in the history of this country were surpassed three miles east of Chatsworth last night when an excursion train on the Toledo, Peoria and Western Road dropped through a burning bridge and over 100 people were killed and four times that number were more or less badly injured. The train was composed of six sleeping cars, six day coaches and chair cars and three baggage. It was carrying 960 passengers, all excursionists, and was bound for Niagara Falls. The train had been made up all along the line of the Toledo, Peoria and Western road, and the excursionists hailed from various parts in Central Illinois, the bulk of them, however, coming from Peoria. Some of the passengers came from Canton, El Paso, Washington and in fact all stations along the line, from as far west as Burlington and Keokuk, Iowa. A special and cheap rate had been made for the excursion and all sorts of people took advantage of it.

When the train drew out of Peoria at 8 o'clock last evening it was loaded to its utmost capacity. Every berth in the six sleepers was taken, and the day cars carried sixty people each. The train was so heavy that two engines were hitched to it, and when it passed this place it was an hour and a half behind time. Chatsworth, the next station east of here, is six miles off, and the run there was made in seven minutes, so the terrible momentum of those fifteen coaches and two engines shooting through space at the rate of a mile a minute can be understood. The train did not stop at Chatsworth and sped by the small station with lightning speed. Three miles east of Chatsworth is a little slough where the railroad crosses a dry run about 10 feet deep and 15 feet wide. Over this was stretched an ordinary wooden trestle bridge, and as the excursion train came thundering down on it, what was the terror of the engineer on the front engine when he saw that the bridge was on fire. Right up before his eyes leaped the bright flames and the next instant he was among them. There was no chance to stop. Had there been any warning it would have taken half a mile to stop that onrushing mass of wood, iron and human lives, and the train was within 100 yards of the red-tongued messenger of death before the fire flashed the fatal signals into the engineer's face. But he passed over in safety, the first engine keeping the rails. As it went over, the bridge fell beneath it, and it could only have been the terrific speed of the train which saved the lives of the engineer and his fireman. But the next engine went down and instantly the deed of death was done. Car crashed into car, coaches piled one on top of another, and in the twinkling of an eye nearly 100 people found an instant death and fifty more were so hurt they could not live. As for the wounded they were everywhere.

Only the sleeping coaches escaped and as the startled and half-dressed passengers came tumbling out of them they found such a scene of death as is rarely witnessed and such work to do that it seemed as if human hand were utterly incapable. It lacked but five minutes of midnight. Down in the ditch lay the second engine, Engineer McClintock and Fireman Applegate having been badly injured. On top were piled the three baggage cars, one on top of another, like a child's card house after he has swept it with his hand. Then came the six day coaches. They were telescoped as cars never were before, and three of them were pressed into just space enough for one. The second car had mounted off the trucks, crashed through the car ahead of it, crushing the woodwork aside like tinder, and lay there resting on the roof of the car seats, where every passenger in the front car was lying dead and dying underneath. Out of that car but four people came alive. On top of the second car lay the third, and its bottom was smeared with the blood of the victims. The other three cars were not so badly crushed, but they were broken and twisted in every conceivable shape, and every crushed timber and beam represented a crushed human frame and a broken bone.

Instantly the air was filled with the cries of the wounded and the shrieks of those about to die. The groans of men and the screams of women united to make an appalling sound, and above all could be heard the agonizing cries of little children as in some instances they lay pinned alongside their dead parents. And there was another terrible danger yet to be met. The bridge was still burning and the wrecked cars were lying on and around the fiercely burning embers. Everywhere in the wreck were wounded and unhurt men, women and children whose lives could be saved if they could be gotten out, but whose death, and death in a most horrible form, was certain if the twisted wood of the broken cars caught fire, and to fight the fire there was not a drop of water and only some fifty able-bodied men who had presence of mind and nerve enough to do their duty. The only light was the light of the burning bridge, and with its aid the fifty men went to work to fight the flames.

For four hours they fought like fiends and for hours the victory hung in the balance. Earth was the only weapon with which the fire could be fought, and so the attempt was made to smother it out. There was no pick or shovel to dig it up, no baskets or barrows to carry it, and so desperate were they that they dug their fingers down into the earth, which a long drought had baked almost as hard as stone, and heaped the precious handfuls thus hardly won upon the encroaching flames and with this earthwork, built handful by handful, kept back the foe. While this was going on the other brave men crept underneath the wrecked cars beneath the fire and the wooden bars which held as prisoners so many precious lives and with pieces of board, sometimes their hands, beat back the flames when they flashed upalongside some unfortunate wretch who, pinned down by a heavy beam, looked on helplessly while it seemed as if his death by fire was certain. And while the fight was thus going on the cars of the workers were filled with the groans of dying men, the anguished entreaties of those whose death seemed certain unless the terrible blaze could be extinguished and the cries of those too badly hurt to care in what manner the end were brought about, so only it could be quick. So they dug up the earth with their hands, reckless of the blood streaming out from under their finger nails, and heaping it up in little mounds, while all the while came heartrending cries, "For God's sake don't let us burn to death." But finally the victory was won. The fire was put out after four hours of endeavor, and as its last sparks died away a light came up in the east to take their place and dawn came upon a scene of horror.

While the fight had been going on men had been dying, and there were not so many wounded to take out of the wreck as there had been four hours before. But in the meantime the county had been aroused, help had come from Chatsworth, Forest and Piper City, and as the dead were laid reverently alongside of each other out in the corn field, there were ready hands to take them into Chatsworth, while some of the wounded were carried to Piper City. One hundred and eighteen was the awful roll of the dead, while the wounded number four times that many. The full tale of the dead cannot, however, be told yet for days.

Chatsworth was turned into a morgue today. The town hall, the engine house and the depot were all full of dead bodies, while every house in the little village has its quota of the wounded. There was over 100 corpses lying in the extemporized dead houses, and every man and woman was turned to an amateur but zealous nurse. Even in a lumber yard the noise of hammers and saws rung out on the air, and busy carpenters were making rough coffins to carry to their homes the dead bodies of the excursionists who, twelve hours before, had left their homes full of pleasure with expectations of the enjoyment they were going to have during the vacation, which had just begun.

When news of the disaster was first flashed over the wires prompt aid was at once sent. Dr. Steele, chief surgeon of the Toledo, Peoria and Western Railway, had come on a special train and with him were two other surgeons and their assistants. From Peoria also came Doctors Martin, Baker, Fleugler and Johnson, and from every city whence the unfortunate excursionists had come their physicians and friends hurried out to help them. From Peoria had also come delegations of the Red Men and the Ancient Order of United Workmen, members of both societies being in the ill-fated train, and so after 8 o'clock in the morning there were plenty of people to do the work that needed such prompt attention.

In the Town Hall was the main hospital, and in it anxious relatives and sorrowing friends sat and fanned sufferers' faces. Down in the dead houses fathers, husbands, brothers, sisters, wives and children tearfully inspected each face as it was uncovered, and sighed as the features were unknown or cried out in anguish when the well known features, sometimes fearfully mangled but yet recognizable, were uncovered. The entire capacity of the little village was taxed, and kind-hearted women drove in from miles to give their gentle ministration to the sufferers.

No sooner had the wreck occurred than a scene of robbery commenced. Some bands of unspeakable miscreants, heartless and with only animal instincts were on hand and like the guerilla who throng a battle field the night after conflict and filch from the dead, so last night did these human hyenas plunder the dead from this terrible accident, and take off the shoes which covered their feet. Who these wretches are is not known. Whether they were a band of pickpockets who accompanied the train or were lurking in the vicinity cannot be said. The horrible suspicion, however, exists, and there are many who give it credence, that the accident was a deliberately planned case of train wrecking; that the bridge was set on fire by miscreants who hoped to seize the opportunity offered. The fact that the bridge was so far consumed at the time the train came along and the added fact that the train was an hour and a half late is pointed out as evidence of a careful conspiracy. It seems hardly possible that man could be so lost to all the ordinary feeling which animates the basest of the human race, but still men who will rob the dead, men who will steal from the dying and will plunder the wounded held down by the broken beams of a wrecked car, whose death by fire seemed imminent, can do most anything which is base, and that is what these fiends in human form did. They went into the cars when the fire was burning fiercely underneath and when the poor wretches who were pinned there begged them "For God's sake help me out," stripped them of their watches and jewelry and searched their pockets for money. When the dead bodies were laid out in the corn fields these hyenas turned them over in their search for valuables, and that the plundering was done by an organized gang is proven by the fact that this morning in the corn field many purses all empty were found in one heap. It was a ghastly plundering, and had the plunderers been caught this afternoon they would surely have been lynched.

[A later edition of The World, with fuller particulars, will be issued.]

Drunkenness in Summer and Winter.

From The Boston Post.

I have learned lately to my surprise that there is much more drunkenness in summer than in winter; and I should be glad to hear that some social philosopher had undertaken to tell us why. Is it because hot weather produces a lassitude that tempts people to resort to stimulants? If this be so, a good many sunstrokes might be accounted for. I observe that in St. Louis, where the heat has been almost intolerable this summer, people have found out that much beer drinking in hot weather is dangerous, and that, in consequence, the venders of soda water have enjoyed a "boom" at the expense of the saloon-keepers. A friend of mine, who has a mania for railroad information and statistics, informed me that the number of drunken men in suburban trains on summer nights is almost double what it is in winter. One cause may be that in summer the craving for amusement increases. In cold weather man has a tendency to hibernate; but in the spring and summer, when nature awakes and rejoices, a restless desire for pleasure and liberty comes over the human mind; and with some men the pleasure of getting drunk and the liberty of intoxication are probably more easily got at than any others.

European Dress in Japan.

From The Japanese Herald, July 8.

The Court of the Mikado is being gradually stripped of every vestige of its Oriental coloring. It was only the other day that the Empress made the European fashion of female attire obligatory on the Japanese ladies admitted to the court receptions, and the domestics of the palace are now to be stripped out in liveries imitated from those worn by the servants of the Imperial household in Austria. Prince Komatsu, who has spent the last few months in Vienna, was so taken with the appearance of the Court servants that he asked permission to have copies made of the different liveries. This was, of course, readily granted, and the models are now on their way to Japan, where powdered periwigs and silk stockings will no doubt before long be as regular a feature in the economy not only of the Court, but of every household which respects itself, as they are in our own part of the world.

Two Plucky California Girls.

From The Oroville Register.

Misses Fannie and Alice Orton, of Butte Creek, are doing what many a young man might be proud to do in the way of securing themselves homes. They each secured 160 acres of Government land and are now fulfilling the law requiring them to live upon the land and make the necessary improvements. Each has a residence upon her quarter section, fences have been built and trees planted to test the land. It is found that plums, apples and prunes do splendidly, while all the small fruits reach perfection. There are many fine springs on the land and some appear to be medicinal in their nature. There is no prettier or more pleasant summer retreat, while the winters are mild and agreeable. Fine winter apples can be grown and transported at a good profit, and in a few years their lands will become very valuable.

Its Chief Use.

Bobby: Pa, what's the meaning of "phenomenal?"

His Pa: Don't bother me, Bobby. It has something to do with baseball pitching.

FAKING RAILROAD FARES.

HOW DIFFERENT ORGANIZATIONS WORK THE ORACLE.

Familiar Deadheads on the Cars—But the Great People Have to Put up to the Last Nickle—Can't a Two-Cent Fare be Made Law for Future Charters.

There are several classes of people who have the advantage over the ordinary voyageur in the matter of railway passenger rates. To these classes concessions are made on account of services rendered, or expected to be rendered, business connections, amount of traveling done, sentiment, religion, and from various other causes. Of late, though, it must be said that many of these concessions have been largely and in many cases wholly curtailed.

Clearing Out the Deadheads.

For instance last year the Canadian railway managers met and decided to abolish the free pass system. The agreement came into effect on Jan. 1 last, and theoretically since that time no free passes have been issued. Of course the officials of one railway can get free passes over another railway and over their own, several members of Parliament get free passes, and friends with influence can "work the oracle," but as a general thing the free pass system is a thing of the past, even the newspapers, and rightly too, being blacklisted and given the cold shoulder. There is no doubt this action was a wise one, as the free pass system had become a serious nuisance.

The Canadian Press Association, however—composed almost entirely of the publishers of country weeklies and Globe editors—get a concession, the greatest allowed to anybody in Canada, unless it be the preachers. Each member of the association receives a certificate, a copy of which follows:

No. —— ESTABLISHED 1859. 1887.

CANADIAN PRESS ASSOCIATION.

This Certifies That

Mr.

Of

Whose name appears hereon is a member of the Canadian Press Association for the year 1887, and is entitled to all special privileges granted to members of this Association.

W. WATT, Jr., *President.* W. R. CLIMIE, *Secretary.*

Signature of Member.

☞ This certificate is NOT TRANSFERABLE, and will be forfeited if used by or for any other than the party in whose name it was granted.

The principal special privilege referred to is a pas-enger rate of 2 cents per mile at times and for all distances on all Canadian railways. The annual excursion of the association, however, is generally a dead-lead affair, or at special reduced rates at which the editors have a good time at very little expense. The railways expect to get the value of the reduced rates out of the newspapers in dead-head advertising, so the arrangement pays both ways.

The Reductions to the Cloth.

Ministers—not of the Crown but of the Gospel—get a reduced rate, but exactly what it is no man appears to know. There seems to be different rules on the different railways, but the usual thing is to give the divine a ticket at half fare. No particular reason is given, or can be readily understood, as corporations are not supposed to have souls. Possibly premiums are in the railway eye only children grown large, and are therefore given children's rates.

The Deadhead M.P.'s.

Members of Parliament are used differently by different railway companies. Some give a pass, some give half fare, and some don't give anything. The farther away from home an M.P. is the better chance he has of a free pass. At his local station he usually has to pay full fare the same as common clay. The free passes and half fares are given with a lively sense of favors that may be needed in the future.

Notwithstanding that the members of the Dominion and Provincial Parliaments are allowed 10 cents for mileage, many of them travel to and from the capitals on free passes. At the last session of the Dominion Parliament Mr. L. H. Davies, member for Queens, P.E.I., made a vigorous kick in the House because, as he alleged, the Tory members from the Maritime Provinces were compelled to deadhead over the Intercolonial Railway (owned by our common country), while the Liberal members were compelled to pay full fare. The Minister of Railways added to this humiliating statement by remarking that he would look into the matter. The average county councilor is allowed substantial mileage to attend the deliberations of his municipal parliament, but he is at a disadvantage compared to the M.P. or M.P.P., for he has to put up full fare on the stage coach, the only concession allowed being a reserved seat beside the driver.

How the Drummers Get In Their Graft.

The Commercial Travelers' Association make their arrangements with the railway companies at the commencement of each year. The rate this year is 2¼ cents per mile, 300 pounds of baggage free. The drummer has a certificate which he shows to the station agent and it takes as long to get a ticket for him as for five Levites and Publicans. The c. t. is given a reduction because he has a great deal of traveling to do and because considerable freight is expected to follow in his wake.

Members of the Board of Trade have two privileges. They get a 1000-mile ticket at the 2¼ cent rate and are allowed 300 pounds of baggage. The same reasons apply here as in the case of the commercial travelers.

Reduction to Sports and Drovers.

The International League baseball clubs get about a 2c rate, so do all sporting associations when traveling in parties. Drovers who ship cattle get reduced rates in accordance with the amount of business they do. Those who ship cattle from the west to Montreal for transhipment to the ocean steamers can get almost any passenger rate they please for themselves and their employes. One dealer offered to take The World one hundred to Montreal as an employe for $3.50. These reductions are given in consequence of the large amount of freight business done and the necessity of having attendants along with the cattle while in transit.

The Great People Pay Full Fare.

Aside from the above and one or two minor classes who, through one fake or another, generally the pretence of imaginary services rendered or to be rendered, manage to work the pass or reduced rate system, the people, the great enduring public, pay 3 cents per mile when they travel. The Canadian railways are well managed and well equipped, they furnish such comforts and conveniences to the traveler as can reasonably be expected, and on through trains for long distances their appointments are even sumptuous, but the question is whether or not the general charge they make is not beyond what would suffice to pay them for their trouble and expense. Three cents a mile is a pretty high rate. It is true that anybody can buy a 1000 mile ticket for 2½ cents a mile, but the majority of people do not want a 1000 mile ticket, with the trouble of changing the coupons for a regular ticket at the stations and the danger of losing the whole book. Besides where a return ticket can be purchased there is nothing saved. The 1000-mile ticket is simply a device of the railway companies to enable them to do a partially wholesale trade for ready cash. If the Press Association can be carried for 2c a mile why not anybody else? Where such large bodies as the press, the commercial travelers, the ministry, the members of parliament and the board of trade are concerned, doing as much traveling as the members of these bodies do, it is nonsense to suppose that the railway companies will carry them at a loss. Then why not give anybody else a chance—why discriminate at all, in fact.

How the Inter-State Bill Works.

Over in the States, since the passage of the Inter-State Commerce Bill, these discriminations are swept away. After prohibiting "unjust and unreasonable" charges, the act says:

That if any common carrier subject to the provisions of this act shall, directly or indirectly, by any special rate, rebate, drawback or other device, charge, demand, collect or receive from any person or persons a greater or less compensation for any service rendered, or to be rendered, in the transportation of passengers or property subject to the provisions of this act, than it charges, demands, collects or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful.

The act further prohibits "undue or unreasonable preferences, advantages, prejudices and disadvantages," discrimination between connecting lines, and a less charge for a long haul than a short haul. In all of which they are in advance of Canadians.

Providing for the Future.

It is inquired what is to be done in the matter. As to that, The World is not yet prepared fully to say. This at least can be done. Any new charters granted can be tied to a 2c. rate the same as with regard to the New York Central, and then whenever there may be a competing point the 2c. rate will obtain all around. It may be, too, that by discussion of this question the railway companies will be brought to see that it is in their own as well as the public's interest to lower the present high passenger rates.

A CHILD STEALER SENTENCED.

The Woman Who Attempted to Rob Farmer Bond Sent to Jail.

HAMILTON, Aug. 11.—Elizabeth Ike was arraigned before the Police Magistrate this morning charged with having on Saturday last stolen the child of Mrs. Elizabeth Donnelly. Mrs. Donnelly said that the child was taken from her on Saturday and she did not get it again until Sunday night, when it was brought to her in the cells. She knew that Mrs. Ike had taken it. Police officers testified to having searched for Mrs. Ike and the child all Sunday. Late at night Sergeant Castell found them in a lodging house on Hurlson-street. Mrs. Ike told him that the child was her own. When asked what she had to say, Mrs. Ike said she took the child because Mrs. Donnelly was lying drunk on the roadside near the Valley Inn, and she was afraid that the child would be killed. She was found guilty of the offence with which she was charged and sentenced to six months in the Andrew Mercer Reformatory.

Annie Burke and Edward Taylor were brought up this morning on a charge of an attempted robbery of Silas Bond last week. Evidence was adduced to show that the prisoners passed off at their boarding-house, on the stone road, as uncle and nephew—that the girl always appeared at the boarding house as a boy. She is a short, thick-set, repulsive-looking girl with short hair, a bullet head and capacious mouth. With her hat pulled off she would pass anywhere for a boy and could easily deceive even a detective. The girl in female attire accosted Mr. Bond and asked for a ride—the man in the meantime was to be the indignant rescuer of outraged innocence. No sooner had Bond taken her into the buggy than she grabbed him and tried to go down in his pockets. The girl was sent to the common jail for sixty days, and the man was told to get out of the city as fast as his legs could carry him.

Walter Scott, a brakeman on the Northern and Northwestern Railway, was killed near Milton last night by falling under the train. He belonged to Ellicottsville, N.Y.

A 10,000 FIRE AT ST. GEORGE.

The Crawford Block and a Dwelling Adjoining Destroyed.

ST. GEORGE, Aug. 11.—A fire broke out in the Crawford block here about 4 o'clock this morning and completely destroyed it, also the dwelling house of R. Snowball, sr., adjoining. The block was occupied by J. Richardson & Co., general merchants; A. Campbell, bakery, and J. J. Elliott, tinsmith. The origin of the fire is unknown. It started in the rear of the tinshop, and the lower flat was a mass of flame before anyone noticed it. J. J. Elliott, an employe, was nearly suffocated, and had to escape through a window. A stiff breeze was blowing and the fire soon spread to F. Coulton's harness shop and S. F. Smith's dwelling. The latter, however, was saved by great exertions. A shower of rain also saved other buildings in close proximity from catching from the showers of sparks, otherwise the fire would have had a clear sweep of the business portion of the town. The loss will probably exceed $10,000.

Following is an estimate with the amounts of insurance: J. Richardson & Co., stock damaged by removal and burned, insured for $2000; J. S. Crawford, on building, $3000, insured for $2000; J. J. Elliott, stock and household effects, $1800, insured for $1200; A. Campbell, stock and household effects, $1000, insured for $900; F. Coulton lost his book of faccounts; B. Bell, buildings, $700, covered by insurance; R. Snowball, dwelling, insured for $1300. The companies interested are the Waterloo, Mutual, Gore, British American, Citizens' Economical and Globe Mutual.

BURNED TO DEATH.

A Lodger Loses His Life in a Tenement House Fire in Montreal.

MONTREAL, Aug. 11.—A distressing fire occurred on St. Dominique-street at an early hour this morning, whereby a family was burned out and a boarder burned to death. Before the arrival of the brigade two men, at the risk of their lives, dashed through the flames and saved two men and a child. The house was occupied by Mrs. Jean Baptiste Oulette, who let out furnished rooms to single gentlemen. One of these, named Alburry, a Belgian by birth, occupied a room in the attic. He was in the habit of reading by night, and Madame Oulette states she had often warned him of the bad habit. He had gone to bed last night slightly under the influence of liquor, and had no doubt continued his nightly practice of reading. It is supposed he fell asleep and upset the lamp; but he paid dearly for his pleasure, as he failed to escape, and was found by the firemen lying in the charred remains of his bed, burned to a crisp. Loss about $1500; not covered by insurance.

A MAN OVERBOARD.

A New York Lawyer Loses His Life in the St. Lawrence.

MONTREAL, Aug. 11.—The passengers on board the Quebec going down the river last evening were startled on hearing that a man was overboard. It seems that Mr. E. D. Cowles, a leading lawyer of Wall-street, New York, and Vice-President of the Laurentian Fish and Game Club, has been visiting this city for some days in search of health, he having been suffering from a painful disorder, which has caused him to be subject to fits of despondency and general ill-health. Yesterday, however, he was around the city in company with intimate friends, one of whom is from New York, and appeared to be in much better spirits than usual. About 9 o'clock he disappeared from the steamer's deck. Whether he jumped in or fell in is a mystery. The sad occurrence took place near Lavaltrie. Deceased was a son of the late Judge Cowles of New York.

BISHOP PERRY ELECTED.

The Provincial Synod at Halifax Comes to a Decision.

HALIFAX, N.S., Aug. 11.—The Church of England Provincial Synod met to-day and unanimously elected Bishop Perry of Iowa to the vacant Bishopric of Nova Scotia. All the other candidates were withdrawn by their friends. Several conferences were held last evening by the friends of Bishop Sullivan and Archdeacon Gilpin, and, being satisfied that neither of these gentlemen could be elected, they accepted Bishop Perry.

WHERE IS THE SPORTIVE DRUMMER

Does He Tarry Still in Newport, or Has He Left for Coney Island?

The uncertain whereabouts of Franc H. Thomson at any given time during the past two months, his aptitude for drawing at sight on the firm, his delusive letters promising large orders of goods—these are some circumstances connected with the above-named commercial traveler upon which Messrs. Risley & Kerrigan, the hardware men of Front-street, have been pondering for some weeks back. A cumulation of suspicious circumstances has resulted in establishing an almost dead certainty. Those suspicious circumstances are related below, and the dead certainty arrived at is that the young man of the road has done up Messrs. Risley & Kerrigan for some $400.

About June 1 last Mr. Thomson was engaged by the firm to go on the road for them, his district being Quebec, where he was understood to have a good connection. Thomson had previously been with Frothingham & Workman of Montreal, and he is described as a smart, intelligent young man about 27 years old. He went out with samples valued at about $800 some time after June 1.

Since that time the firm have heard very little of him. The only business he did was to send four small orders, amounting in all to less than $200.

He has had from his employers $417 advanced by check at different times. Then the firm became suspicious of his conduct. Their suspicion was augmented by such letters as these:

Can promise you thirty or forty orders in the course of a week or so. Business is going to be splendid.

Why have you not shipped So-and-So's order?

When told from Toronto that they had never received the orders referred to he writes: "Am mailing duplicates to-night. Send goods in by express and charge difference to me."

But the duplicates so mailed never materialized. Here is another sample: "Want funds. Send check."

Messrs. R. & K. sent along two checks, one to each of two different towns, requesting Mr. Thomson to use the one that found him first and return the other. Both were used and neither returned.

It is now ten days since they have heard from their eastern traveler. On Friday last Mr. Risley set to work to locate him and get his samples back. He accordingly on that day telegraphed him at Sherbrooke, Que., to send him his samples. To this there was no reply, although the telegraph company assured Mr. Risley that his message had been delivered. Mr. Risley then telegraphed to Thomson's wife in Sherbrooke. It was reported she had left for Newport, the fashionable Rhode Island watering place. The message was sent in there, but no reply came. Mr. Risley telegraphed to the Chief of Police at Newport and yesterday got this reply:

"Thomson left yesterday on New York train."
A. W. BOWLEY, Chief of Police."

Yesterday Risley & Kerrigan were further surprised by a draft for $100 being presented to them drawn by Thomson, who realized the face of it from Mr. E. Boucher, hardware merchant, of Montreal. The Toronto firm would not, of course, honor the draft. This draft was executed just after Thomson had got the telegram to return his samples.

He having left the cool breezes and fascinations of Newport, the question that is now bothering Messrs. Risley & Kerrigan is, where do their valuable samples lie and where Mr. Franc H. Thomson is now enjoying himself?

NEW BRANCH LIBRARIES.

The Eastern One to be Done on With at Once—Shall St. Andrew's Go Farther West?

The sum of $25,000 having been included in the estimates for branch libraries in St. Matthew's and St. Mark's Wards the establishment of the former will be at once proceeded with. As regards the other that Master Chairman of the Library Board, and Librarian Bain had a conference with the Mayor yesterday and suggested that, instead of opening a small library in the extreme west, the present western library be removed from St. Andrew's Hall, where the accommodation is insufficient, to Dundas-street, where a large first-class library might be established. The Mayor favors this idea, while Ald. Ritchie is not yet converted to it, believing that the locality about the present library would raise a decided kick.

Thirty Liquor Cases in Court.

Yesterday afternoon Justices Love and Miller were engaged hearing liquor cases in the Police Court. The license inspectors and the police had about thirty defendants on hand. Most of them were the keepers of irregular resorts, and embraced every variety of these places, from the gilded palace down to the dive. Belle Howard, a gold-spectacled keeper at 104 Richmond-street west, pleaded guilty through her housekeeper of selling liquor without a license and was fined $50 and costs. The housekeeper reported that Miss Howard was absent at a Lake Superior watering resort. Robert Thompson, a fat young man, was convicted of running a beer saloon in a stable in rear of No. 96 Adelaide west on Sunday. There were three charges against him, but only one was pressed, and on this he was taxed $20 and costs, which he promptly paid. The charge against Thomas Hougrave of selling beer at the Orange picnic at Exhibition Park on July 12 was dropped. Hougrave's defence was that he only acted as agent for a Young Britton lodge and served beer to the members, which they had purchased for their own use. All the other cases were adjourned.

There was a large attendance of spectators to get a glimpse at the informers, who have been at work for a number of weeks under the direction of the inspectors.

The Industrial Exhibition.

The officers of the Industrial Exhibition Association are hard at work getting the applications so hand for space in some order, with view to the permanent allotment of space when the entries close on Saturday. Mr. Hill is in receipt every day of enquiries from the United States and from distant parts of the Dominion in reference to the exhibition, showing that the interest in the great fair is widening with each year. The new buildings and the improvements generally are in a forward state, and everything will be in ample time for the opening on Sept. 5.

Sergt. John Schmidt's Funeral.

The funeral of the late Sergt. John Schmidt, who was in the Northwest with the Governor-General's Body Guard and who was a compositor in The News office until consumption caused him to quit work, took place yesterday afternoon from the residence of his mother, 55 Cherry-street. It was attended by a detachment of the Body Guards and by Typographical Union, No. 91, under President Matthew Ryan. The funeral proceeded to St. Paul's Church, Lorne-street, where there was the usual burial service of the Roman Catholic Church. The interment took place at St. Michael's cemetery.

The St. Andrew's Society.

The regular quarterly meeting of St. Andrew's Society was held last night in the Queen's, President W. G. Badenach presiding. J. K. Mitchell and Mr. R. McCulloch were elected members. President Badenach reported that the address from the society to Her Majesty was duly presented through the Colonial Office. A committee was appointed in connection with the proposed testimonial to Poet McLachlan.

Elected Reeve of Strathroy.

LONDON, Aug. 11.—Mr. D. W. Vary has been elected Reeve of Strathroy by acclamation to fill the unexpired term of L. Cleverdon, and Messrs. R. Nicholson and J. E. Lauler were at the same time chosen councillors to fill vacancies.

Fine Fruit.

—A large quantity of fruit is now arriving in Toronto, peaches and tomatoes being the principal, and the sample is extraordinary good both in quality and size. It is probable this season will be one of the best for preserving fruit of all kinds that has been seen for many years, especially if the people buy their preserving kettles and jars at Strachan's, 170 Yonge-street, the cheapest house in the city for all housefurnishing goods. 2

END OF THE CONVENTION.

CONCLUDING PROCEEDINGS IN THE ONTARIO TEACHERS' MEETING.

Rev. E. A. Stafford of the Metropolitan Church Talks About the Profession—Election of Officers of the Association and the Various Sections.

The Ontario Teacher's Association met yesterday afternoon, President Strang in the chair, and concluded its business. The election of officers resulted:

President—J. H. Smith, Ancaster.
Recording Secretary—R. W. Doan, Toronto.
Corresponding Secretary—D. A. Hunter, Woodstock.
Treasurer—W. J. Hendry, Mimico.

The President introduced Rev. E. A. Stafford of the Metropolitan Church, who gave an able address on the teaching profession. It was the highest work in which any person could be engaged. He was aware that the profession was not popular. Many made it a mere stepping-stone to other professions. It was favorable to health-producing results. Mr. Stafford dwelt on the importance given to hygiene and physical recreation in colleges and public schools. The work of the teacher was confined to certain hours. Not so in the case of the doctor or clergyman. Intellectual activity of the highest order was conducive to the highest development of health. No man on the American continent ever died of too much study, but many die of total mental inactivity. The teaching profession was also favorable to the highest moral development. The teacher always sees the pure side of life. Such privileges were not accorded say to the clerical profession. The teacher's work was favorable to spiritual religion. He day after day came in contact with those who have implicit confidence in a future. Great opportunities were given teachers for intellectual improvement. The lecturer warned his hearers against falling into mere routine work. Many doctors and clergymen have long ago ceased to grow in knowledge and have fallen into a dormant state of intellect. One of the causes of the unpopularity of the teachers' profession was the small remuneration. Competition regulates the pay of a teacher, while custom rules the fees of lawyers and doctors. This is a peculiar fact," said the lecturer, "that notwithstanding the keen competition in the civil service, still there is a set salary attached to Government offices."

A long discussion took place on a motion by Mr. Archibald Macmurchy to change the time of meeting of the association to the Easter holidays. The motion was defeated by a small majority.

The report of the committee on the proposed college of preceptors for Ontario was presented by Mr. Macmurchy, the convener. The report seemed to indicate that little progress was made by the agitation for such an institution. After some discussion it was formally adopted.

A jubilee resolution to Her Majesty was unanimously adopted, and the delegates sang "God Save the Queen."

Mr. Wm. Houston, M.A., presented a lengthy report of the Committee on Spelling Reform, which was adopted and ordered to be published.

Mr. Alexander introduced his motion on religious instruction in schools. In supporting it he said that any religious instruction given to children by teachers ought to be from the heart. The law as it now stood allowed instruction in this to be optional with trustees and teachers. This was the only true way of dealing with the question to avoid infringement of the sacred rights of conscience. Teachers generally give religious instruction and plenty took advantage of the law, but as regards the clergy, they were indifferent in the past to the privilege given them by the statutes dealing with religious instruction in schools.

Mr. McKinnon of Peel believed that the motion was a vote of censure on the clergy, who advocated more extensive religious instruction in the schools.

After further discussion Mr. Alexander's motion was carried.

This concluded the business of the convention.

Proceedings in the Sections.

The Public School Teachers' Section transacted the balance of their business. The whole sitting was confined to discussing the new school regulations. It was agreed to approve of the regulation which provides for one entrance examination to high schools instead of two as formerly. The vote on this clause was close, being 20 to 19. After discussing the new curriculum for the Normal School, a motion was carried recommending it and expressing approval of the policy of making the normal schools of the province more closely identified with the teaching of purely professional subjects. The section endorsed a resolution recommending that the time table for first-class certificates (A and B) be arranged so that the examination can be taken in each department in one week. A committee was named to consider the equivalents of those who are seeking to rank as first-class certificated teachers, A B and C. The equivalents for those who are seeking to rank as graduates of the various universities will also be considered by the committee. These officers were elected: Chairman, A. Barber, Cobourg; Secretary, J. A. Brown, Whitby; Executive Committee, F. C. Powell (Kincardine), J. Munro (Orillia), H. Gray (Milton) and S. McAllister (Toronto).

At the High School Section papers were read by W. S. Milner, M.A., on "Classical Studies," and by I. J. Birchard on "The Course of Study in Higher Education." These subjects were discussed afterwards. The Minister of Education was present and discussed with the masters the new regulations anent the high school curriculum. He stated that it was the policy of the department to frame the curriculum for high school studies that special attention would be given in the first form to such subjects as embrace a commercial course. A resolution was carried dissenting from the proposal of the minister to withdraw algebra from the lists of high school studies. A committee was appointed to examine the five departments of classified studies of Toronto University, with instructions to suggest desirable changes to the senate of the university. The election of officers resulted: Chairman, J. Millar, St. Thomas; Secretary, J. I. Birchand, Brantford; Executive Committee: F. W. Merchant (Owen Sound), J. Henderson (St. Catharines), C. Fessenden (Napanee), J. Morgan (Walkerton).

The Public School Inspector's section continued the discussion of the new school regulations. A motion was carried drawing the attention of the Education Department to the fact that the standard for third class non-professional certificates, especially in grammar, composition and arithmetic, is too low for most counties in Ontario. The new regulation of the department which drops algebra from the subjects necessary for a third-class certificate was not endorsed, and the section, by motion, asked for the continuance of this subject. It was decided to recommend that third class certificates be valid only in the counties where they are granted. A resolution was carried to the effect that half yearly reports be made by teachers to inspectors as formerly, but that the school grants to rural schools be distributed on the basis of the annual attendance. The present method of distributing the public school grant was condemned for these reasons: 1. It tends to assist wealthy sections rather than needy. 2. It is especially unfair to incorporated and other large villages. A resolution was carried embodying these views. These officers were elected: Chairman, C. A. Barnes, Forest; Secretary, D. Fotheringham, Toronto; Directors, D. J. McKinnon (Brampton), J. S. Deacon (Milton), W. E. Tilley (Bowmanville), John Dearness (London), S. B. Sinclair (Hamilton); Legislative Committee, Wm. McIntosh (Madoc), A. Campbell (Kincardine), W. H. G. Colles (Chatham).

Officers of the New Music Association.

"The Ontario Teachers' Normal Music Association" perfected its organization yesterday by electing these officers: President, James Duncan, Windsor; Vice-President, S. H. Preston, Toronto; Secretary-Treasurer, J. A. Wismer, Parkdale; Corresponding Secretary, Mrs. G. S. Riches, Toronto. Executive Committee, W. G. Workman, Ottawa; R. W. Hicks, Parkdale; M. W. Misener, Norwich; Membership Committee, Miss Kate Strong, Mount Forest; Miss Grace Mackenzie, Stratford; Miss Nellie Hart, Picton; Mrs. E. A. Green, Toronto; W. L. Seymour, Brantford; John Windlow, Strathroy; Arnoldus Miller, Vienna; J. R. McKay, London; C. Macpherson, Prescott; A. Ward, Collingwood; Richard Lewis, Toronto; H. J. Talbot, Perth; Kennedy A. J. Shields, Thorold; Linton, Guelph; H. G. Collins, Toronto.

THE ODDFELLOWS' GRAND LODGE.

A Splendid Demonstration in Peterboro—The City En Fete—Election of Officers.

PETERBORO, Aug. 11.—The thirty-third annual session of the Grand Lodge of Oddfellows of Ontario was resumed this morning, and in addition to the 269 delegates (representing 212 lodges) who attended yesterday, a number of other brethren put in an appearance to vote for the officers to be elected for the ensuing year. The first business taken up was the amendment to the constitution, of Grand Master Walsh, who had a very strong following, but failed by a few votes to carry his point. The election of officers resulted:

Grand Master—J. R. Reid, Brockville.
Deputy Grand Master—E. R. Robinson, London.
Grand Warden—Dr. R. W. Bell, Peter