

THE END OF THE FIGHT.

COUNTING UP THE COST OF THE GREAT STRUGGLE.

The striking operators said to have lost \$400,000 in wages—How the Collapse Trade was effected—From all over.

There appears to be little doubt now but that the backbone of the great telegraphic strike has been broken. In fact it may be said that the operators are whipped. It is said they have lost over \$400,000 in wages.

The unlimited dollars of the great monopoly known as the Western Union proved too much for the nerve of the strikers. The latter made a game and honorable retreat.

There is not a little doubt still existing in the minds of the strikers here that Master Workman Campbell's alleged order is genuine. However it is expected that the whole question will be solved to-day.

A large reproduction of the various trade unions, as well as officers of the Trades and Labor Council, and others interested in the present position of the striking operators in this city attended a meeting in Ontario hall yesterday afternoon.

After a thorough discussion, in which the position of the knights of labor as an organization was cleared up, and in reference to the present strike and the support given thereto, it was shown that local assemblies of the body have been organized financially to the support of the strikers.

After the meeting adjourned the committee met and decided to meet again this evening in conference with the emergency committee, when further steps will be taken in the direction indicated.

The Situation Elsewhere. New York, Aug. 18.—The Tribune states that Director Hamilton of Western Union says the company has no idea of settling the strike here.

UNITED STATES NEWS.

Twelve stores and six warehouses were kept open in New York, Minn., Friday night. Loss \$100,000.

A case of yellow fever is rumored at New Orleans. Two new cases are reported at Pensacola, Fla.

William C. B. Thornton, a prominent Brooklyn lawyer, was arrested yesterday charged with appropriating \$2700 belonging to a client.

The St. Louis authorities have discovered that the enactment under which saloon keepers claim the right to keep open on Sunday was never legal.

There was no session of the American association for the advancement of science at Minneapolis on Saturday. The members went on an excursion to Minnetonka.

The decomposed remains of Nicholas Sherwood, a well known real estate dealer of San Francisco, were discovered at his color, belonging to him on Saturday.

The strikers severely agreed this morning not to apply for reinstatement but to wait Campbell's official announcement. Nevertheless a large proportion applied and found that they were not yet satisfied that the order to resume work was not forged.

Washington, Aug. 18.—About noon 75 strikers marched to the Western Union and acknowledged defeat and asked if employment could be furnished to first-class men.

A BIG STEAMER BURNED.

LOSS OF THE GLENFINLAS AND A VALUABLE CARGO.

The Total Loss Amounts to the Size of \$200,000—Reason Assigned for the Origin of the Fire—Hamilton, Aug. 18.—The large steamer Glenfinlas was burnt to the water's edge while lying in the New York canal on Friday night just before midnight.

The fire broke out in the engine room of the vessel about 10.30, and at the time the captain left, at 3 o'clock in the morning, she was still burning. There is no doubt but that the Glenfinlas and her entire cargo has been burnt.

The steamer was owned jointly by Capt. Harry Zealand, who sailed here, and James Turner & Co., who were discovered in the burning of the ship for several hours, but all efforts were useless.

The fire continued to burn until 7 o'clock this morning, when having burnt to the water's edge she sank out of sight. There is at present no telling as to the origin of the fire. The hands on board had to make some lively movements to reach the top.

The reason of the steamer being moored in the canal at the point indicated was to receive some little repairs to her engine, a couple of bolts having broken on the from Dulwa discharging her. Several vessels passed the scene during the fire. None of them stopped to render any assistance.

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THE GOVERNOR-GENERAL'S VISIT.

BOOM AND BOOMBRANG.

Mayor Rowell has received a letter from Major Collins, A. D. C., stating that his excellency the governor-general and her royal highness Princess Louise will pay their farewell visit to Toronto on Sept. 12, spending two days in the city. It is the intention of her royal highness once more to visit the hospital.

A Long Branch (N.J.) dispatch to the New York Times of August 16, says: Theodore F. Sperry, one of the wealthiest and most prominent citizens of Harris Station, has eloped with the village school-mistress. Miss Ella Millicent De Haven is the name of the young woman. She came here about eight months ago to take charge of the village school. Miss De Haven has just seen her 20th summer, and soon made her way into the esteem and affection of everybody. For a few months she was 'boarded free' around, as is the custom in country village schools, when Mrs. Sperry, who had taken a warm interest in the school mistress, persuaded her to take up her permanent home at the Sperry mansion. Then the mischief began.

From the above dispatch in the Mail of Saturday it is evident attempts are being made to lull the people of Cornwall into high expectations. The expectancy is the Cornwall and Sault Ste. Marie railroad. Despatches have been going the round giving particulars. A few weeks ago the germ of the project was outlined, and so wonderful is the incubating power of the project that even now the chicken is almost on foot.

But the good sense of the Cornwallites will tell them of the aliveness of hatcheries hatched in this way and who the hatchers are. They are chartermongers. The details of the enterprise and the way they are trying to raise the wind show them to be such.

The line is to run from the Sault to Cornwall—about five hundred miles. The contract is taken, the road bonded to the tune of fourteen millions and work is to be commenced at once.

The conspicuous absurdity of all this is that a contractor has been found before the road is surveyed. Next, a combination from a town the size of Cornwall bucking against the Canada Pacific and Grand Trunk railroads could find room only in the capacious hearts of chartermongers.

To say the proposed line will be a feeder to the above will not do down with any one who has a map handy. The sole possible raison d'etre of a road between the two points would be a connection with the Northern Pacific, which at present has its main line to be reached by the lumber trade in the capacious hearts of chartermongers.

As has been well captured by the C. P. R., being wealth is small, the population without and agricultural resources slender. Without lumber, mining, large towns, farming and a strong connexion, how is the road to live?

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