

23 DIE IN ENGLISH RAILROAD WRECK; W. C. BARWICK, TORONTO, AMONGST DEAD

Rev. E. L. King and Mr. C. A. Pipon, of Toronto, and Many Prominent Americans Killed by the Deraiment of a Fast Train Near London.

[Special to The Advertiser.]
London, July 1.—Passengers by the American line steamer New York, who left Plymouth by a special train at midnight today, were the victims of one of the most deadly disasters in English railway history, at Salisbury, two hours' ride from London, when the locomotive, a 4-6-0, dived off a siding and then fell on the girders of a bridge. The train was literally demolished. Of 42 passengers, 23 were killed and 19 injured. Only nine escaped. Two or three railway employees were among the killed.

THE KILLED.

Walter Barwick, K.C., Toronto.
Louis Cassier, Trumbull, Conn., editor of Cassier's Magazine.
Frederick Henry Cossett, Princeton, N.J., married here just before the New York sailed, to Justice Dugros' daughter Antonia, who was with him and escaped unhurt.
Mrs. C. W. Elphicke, Chicago.
Louis Geopinger (second cabin).
Dudley P. Harding.
Mrs. L. N. Hitchcock.
Miss Howison.
Julius Keeler (second cabin).
The Rev. E. L. King, of Toronto.
Frank W. Koch, Allentown, Pa., dry-goods merchant and banker.
John E. McDonald, New York, telephone company promoter.
C. F. McMeekin, Lexington, Ky.
C. A. Pipon, Toronto.
Miss Eleanor Smith, Dayton, Ohio.
Gerard Smith, Dayton, Ohio.
Mrs. Walter W. Smith, Dayton, Ohio.
Charles E. Sentell, Brooklyn.
Miss Blanche Sentell, Brooklyn.
Miss Gertrude M. Sentell, Brooklyn.
W. H. Thompson (second cabin).
Mrs. Lillian Waite, Hurd.
THE INJURED.
G. H. V. Allen.
R. S. Criswell.
Miss I. S. Griswold, New York.
Miss M. Hitchcock, New York.
Mrs. Frank Koch, Allentown, Pa.
Miss Anna E. Koch, Allentown, Pa.
Miss M. Raik.
Edward E. Sentell, Brooklyn.

The engineer and fireman of the boat train were killed and Walter Passmore and a guard named Chennier were hurt. Owing to the late hour at which the steamer arrived at Plymouth, Mayor George B. McEllan, of New York, who with his wife was a passenger, continued the voyage to Southampton, and arrived in London shortly before 3 o'clock. Mrs. McEllan continued on to Paris. The American embassy sent Secretary Carter and Mr. Hodson to Salisbury, the London and Southwestern railway company furnishing a special train for their use. They visited the infirmary there and saw the dead lying in the station. The American Line officials sent the Southampton manager of the company and the purser and doctor of the New York to Salisbury, and they rendered valuable assistance in identifying the dead.

Mrs. Elphicke, who was killed, was accompanied by her daughter. They were on a party to the city. Mrs. Elphicke was bringing her daughter to London for a change of scene after her school duties. Miss Elphicke was injured. Louis Cassier was the editor of Cassier's Magazine of New York. The "New York" with a full passenger list, had had a rather slow voyage. She should have arrived at Plymouth in the middle of the afternoon. In that case all the London and passengers would, according to custom, have landed at that port. They had the option, however, of continuing the voyage to Cherbourg and Southampton, as Mr. and Mrs. Longworth did. Similar circumstances a month ago, majority of the passengers decided yesterday, when it became evident that the lateness of the steamer's arrival would necessitate a long night journey back to the ship and make a more comfortable daylight trip from Southampton this afternoon. Each passenger, making this apparently unimportant choice, literally decided the question of life and death. Mayor McEllan of New York was one of the first to make a choice of the Southampton route. He had decided to go to London by the quickest way, and only at the last moment that he decided to the persuasion of his wife remain with her until she reached Cherbourg, where she was to disembark.

Light Train, Clear Track.
The comparatively small train that had their fellow-passengers, when the tender went alongside "New York" inside the Plymouth wharve. About an hour was occupied in the customs inspection, and (Continued on Page Six.)

Death of Torontonians Shocks the Queen City

Toronto, July 1.—Citizens of Toronto were greatly shocked to learn today of the death in the railway disaster at Salisbury, England, of Mr. Walter Barwick, Mr. C. A. Pipon and Rev. E. L. King, rector of St. Thomas' Church, Mr. Barwick was in the old country on a holiday trip, and his wife is at present visiting friends in Massachusetts. Two daughters and a son survive. In St. James' Cathedral and All Saints' Church references were made tonight to the death of Mr. Barwick. The Rev. Mr. King leaves a widow and four small children. He had been a member of St. Thomas' Anglican Church for the past eighteen months, and was also lecturer in philosophy at Trinity University. Professor Jenks, at St. Thomas' tonight, made special reference to the calamity that had befallen the congregation, and special prayers were offered up. Mr. C. A. Pipon, who represented the North Atlantic Steamship Company, is survived by a widow and three children. He was a member of St. Thomas' Church, the pastor of which was killed in the same accident.

FORMER LONDONER KILLED IN WRECK

Mr. Pipon Was at One Time a Teller in the Miosons Bank Here.

The list of dead in the wreck on the London and Southwestern Railway in England includes the name of a former Londoner—Mr. Pipon. Mr. Pipon, it was learned last evening, was at one time on the staff of the Miosons Bank here. He occupied the position of teller, and was well known to all the local merchants who do business with the bank. Mr. Pipon will be remembered as a very affable gentleman who had retired early, called her, but

OFFICERS CASHIERED Sedition in the Egyptian Army Against Britain Quickly Broken Up.

Cairo, July 1.—Seventy-five native officers of the Egyptian army have been cashiered. This decision is the result of a meeting of the Council of Ministers, at which the Akabah incident was under review. It is now clear that a widespread conspiracy was being fomented by officers of the Egyptian army at the time there was a prospect of hostilities between Great Britain and Turkey. The success of the British ultimatum to the Sultan, coupled with the military and naval victories of Great Britain, and the present sweeping action of the ministers in punishing seditious officers has had an excellent effect in re-establishing British prestige in Egypt.

THE 41ST AT QUEBEC Soldier Boys of Brockville Heavily Received by Brothers in Arms.

Quebec, July 1.—The Forty-first Regiment, of Brockville, received a hearty reception from their brothers in arms on their arrival here this morning. The staff-sergeants and sergeants of the regiment escorted them to the drill hall, which will be their quarters during their stay in the city. The visiting regiment had a church parade to St. Andrew's Church at 11 o'clock, to which the officers of the Eighty-first Rifles had been invited. In the afternoon the officers of the Eighty-first gave the whole Forty-first Regiment and the non-commissioned officers and men of their own regiment a trip around the harbor on the steamer Queen.

WILL MEET MANAGER Street Railway Employees To Confer With Mr. King Re Dismissals.

The London Street Railway Company's employees—or about 90 per cent of them—held a meeting at the Foresters' Hall, East London, yesterday morning, and considered what action, if any, should be taken in regard to the dismissal of several motormen and conductors because of their alleged connection with an organization said to exist among the men. Definite action was deferred, pending the result of a conference to be held with Manager King today.

RAINS HURT CROPS. Kingston, July 1.—The heavy rains of the past two days have damaged the crops. The hay, very high and tender, as well as the barley, has been very badly, and in some instances flattened out. It will be hard to reap. Low-lands are under water. The gardeners are fearful that the potato rot will again effect the very large crop. Everything is growing very rapidly.

OFF FOR THE FOURTH.
Kingston, July 1.—The Fourteenth P. W. O. Rifles leave at 7 o'clock tomorrow morning for Albany, N. Y., where they will be the city's guests and take part in the July 4 demonstration. The regiment will depart about 400 strong. The return trip will be begun at 6 p.m. on July 4.

BRIDGES FIT FOR PASSENGER TRAINS

Such Is Effect of Expert's Report on the L. and P. S. R. Structures.

Mayor Judd stated to The Advertiser on Saturday that an advance extract from Expert Connor's report re the L. and P. S. R. bridges, had been received by him during the day, and that it was to the effect that the structures are not fit for heavy traffic, but that they will carry the passenger trains.

CELEBRATED WRONG WAY Few Patriotic Citizens Land in the Police Cells.

Quite a number of London's patriotic citizens, commenced their Dominion Day celebrations with fireworks, instead of fireworks, on Saturday, and there were many pay-day and pre-holiday jags. From Saturday morning until Sunday night nine drunks were gathered in by the city police. They were all taken down to Carter's Castle last night, and will spend the holiday or a part of it, behind the grim dark walls. It is not customary to hold police court on Dominion Day, and it is quite likely that if this fact had been well advertised, there would have been less, or more judicious drinking. The old-timers have learned through experience to take a day or so in the cells "philosophically." But alas for the poor first-timer, when he begins to recover from the effect of "pickle," and thinks of that intended holiday excursion or of all his cronies, so free, and having such a big day of it, and that spitting headache. He has visions of that water wagon, and of how when he gets out he will sit up there and never come down.

OPENS UP FARMING LAND Two New Branches for the Temiskaming Road To Be Rushed.

Toronto, Ont., July 1.—The Government has appointed Mr. R. H. Cowley, M. A., of Ottawa, now inspector of Carleton County's public schools, to be provincial inspector of continuation classes, his duties to commence Sept. 1. The position is a new one. The Government has given its approval to the proposal of the Temiskaming and Northern Ontario railway commission to build two branch lines. Plans and detailed estimates of the cost have been prepared, tenders for contracts will be invited, and the work will be commenced at the earliest possible moment. One of the branches will be through part of the mineralized portion of the Gilles timber limit to the rich Kerr Lake mining district. The other branch is from Englehart to the foot of Long Lake. This will result in the opening up of a fine farming district.

THE 57TH AT BRANTFORD. Brantford, July 1.—The Fifty-seventh Regiment from Peterboro arrived here this morning at 5 o'clock. The train was taken to West Brantford, where they unloaded and marched to Agricultural Park, where tents are pitched. The visitors gathered at Agricultural Park at 9 a.m. and left at 9:30 for Grace Church, where services were held by Rev. Canon Davidson, of Peterboro. A sacred concert was given tonight at the park by the Peterboro Band.

Today—Moderate variable winds; mostly fair, but a few scattered showers; not much change in temperature.

Today In London

Today's Probe—Mostly fair.
Ball games in the City League—10:30 a.m. and 3:30 p.m.
Opening of the Springbank Theatre in the evening.
Corner-stone laying of the New Anglican Church at Broughdale, at 2:30 p.m.
Boating on the Thames.
Bowling at the London Rowing and Thistle Club greens.
Roller skating at the Jubilee Rink, afternoon and evening.
Celebration of the local Chinese colony.
Then there will also be the excursions to Port Stanley, via the Pere Marquette.

MINISTER'S DAUGHTER SUICIDES AT TORONTO

The Body of Miss Vivian Brown Found Floating in the Bay.

Toronto, July 1.—The body of Vivian Brown, a woman 26 years of age, was found floating in the Bay opposite the exhibition grounds on Saturday afternoon. The young lady lived with her mother at 88 Huxley street, and apparently had ended her own life. About 10 o'clock Friday evening the mother, who had retired early, called her, but received no response. It is supposed that Miss Brown went direct from the house to the lake, there committing suicide. The father of the dead girl is a Presbyterian minister living in Dakota. Mother and daughter have only been living in Toronto a short while.

DRAWN HIS KNIFE IN THE U. S. CONGRESS

Weapon In Hand Angry Southerner Starts For Political Enemy.

Washington, July 1.—Only by the cool-headedness of John Sharp Williams was a personal encounter between Representatives Southwick, of Albany, N. Y., and Bartlett, of Georgia, averted about midnight Friday. Bartlett drew a knife from his pocket, opened it and made a threatening advance toward Southwick, who stood his ground. Williams and Ollie James, of Kentucky, who are the biggest men in the House, stepped between the belligerents. Bartlett, retaining the open knife in his hand, walked over to the Democratic side. He appeared calm, but was white with rage.

CAPT. HANK HAFF DEAD Famous Builder of America Cup Defenders Summoned by Death.

Islip, L. I., July 1.—Capt. Hank Haff, the famous yacht skipper, who commanded several American yachts in the international yacht races, died here at 12 o'clock Saturday night. Capt. Haff had been suffering from a complication of diseases for the last year.

BAD FIRE AT TWEED Engine Shed of the Bay of Quinte Railway Destroyed.

Tweed, Ont., July 1.—The Bay of Quinte Railway engine shed was completely destroyed by fire here this morning, with one engine and the entire contents of the building. The fire was discovered about 3 o'clock, but had got such headway that the foreman could do but little to save the building. The C. P. R. local engine fortunately was left outside last night and escaped destruction. Some insurance.

THE ALLIANCE CONVENTION Gathering at Grimsby Park Promises to Eclipse All Others.

Grimsby, Ont., July 1.—The Alliance convention here had a splendid opening Saturday night, and a large attendance all day Sunday. Addresses were given by Rev. H. Wilson, D.D., New York; Rev. Dr. Troy, Brooklyn, N. Y.; Miss M. Draper, Ossining, N. Y.; Rev. Inez Wickware, Congo, Africa. Large crowds are coming Monday. Addresses will be given by Dr. Wilson and Murray Wickware, and Dr. George Palmer, of Toronto, will lead the singing. The prospects are the best Alliance convention ever held in Canada. A mass meeting for children will be held on Monday afternoon, and hundreds of children are expected. Dr. Wilson will be in charge.

THE WEATHER TOMORROW—MOSTLY FAIR.

Toronto, July 1.—A few scattered showers have occurred today in Ontario and over the Western Provinces, but the weather in Canada generally has been fair. Very warm conditions have set in over British Columbia. Elsewhere the temperature has been more moderate.
Minimum and maximum temperatures: New Westminster, 48-52; Kamloops, 52-62; Edmonton, 44-76; Calgary, 40-76; Prince Albert, 52-72; Winnipeg, 52-68; Port Arthur, 52-64; Parry Sound, 54-76; Toronto, 62-75; Ottawa, 58-76; Montreal, 58-76; Quebec, 48-78; Halifax, 44-70.

OTTAWA GIVES 7TH GREAT RECEPTION; CAPITAL THROWN OPEN TO REDCOATS

London's Crack Corps Creates Quite a Sensation—A Good Time in Store for It—Appearance on Parade Brings Words of Praise

Holiday Traffic on Roads Heaviest in Many Years

All Trains With Extras and Taxed at That—Baggage Cars Used for Passengers.

"The holiday travel is by far the heaviest we have enjoyed in very many years."

Such was the report made by the several railroads to The Advertiser last night. The cheap rates commenced on Saturday, and the way the people took advantage of them simply took the railway officials by surprise. A brisk business had been anticipated, and preparations made for handling the crowd, but the traffic was more in the form of a deluge, and was only managed with the greatest difficulty.

Particularly was this the case with the Grand Trunk. The sidings at every terminal point were scoured earlier in the week for spare passenger cars, and although these were distributed among the places where it was considered they would be most needed, the cry, like that of Oliver Twist, came for more. The car distributor's brain was in a whirl as he attempted to plan how the needs of the day could best be met, and at last he was driven to admit that more could not be obtained.

Rode in Baggage Cars.
That was during the afternoon, and standing at the depot waiting to pull out was the London, Huron and Bruce train. Every car on it was filled. Scores of persons were standing in the aisles and on the platforms, and many more were on the station waiting for additional cars to be attached to the train. The car workers were called up in the hope that some coaches sent in for repairs could be utilized, but it was found that all those in the shops were in such a shape that they could not be sent out. Then a happy thought struck an official at the works. There were half a dozen Grand Trunk Pacific coaches standing in the yards ready for delivery to the authorities at Montreal, and these might easily be brought into use for the day. In the meantime, however, the baggage cars were attached to the Bruce train, and fitted with seats from the men's waiting-room at the depot. Thus accommodation was provided for all, and the minds of many who had begun to wonder if they would be able to spend the holiday with their friends away from home, were set at ease.

Even at that, the growler was on deck. He had been unable to get even standing room in the train at first, and the thought of going into a baggage car was too much for him. He kicked—and kicked.
Good-Natured Man There.
Finally a good-natured man of much avoirdupois walked up to him and said he would have to see that the Grand Trunk kept an extra supply of cars, specially designed for holiday traffic, in order that men of his disposition would not have a cause for kicking. The big man said that it would mean an outlay of thousands of dollars by the company to do so, but then such a trifle as that would not cut any figure with the Grand Trunk if it would put an end to inconsiderate kickers.

LONG LAWSUIT HAS AMICABLE END Two Villages Estranged for Long Period Celebrate Event as Public Holiday.

Paris, July 1.—In the two villages of Luceran and Lanconne, in the Apennines, Friday was kept as a public holiday to celebrate the end of a great lawsuit which had kept the two villages divided since Nov. 14, 1462. The question in dispute was the possession of a piece of land at Lova, which each village claimed. A few days ago the court at Nice definitely settled the matter by dividing the land equally between the two villages. The total cost of this lawsuit during the 44 years amounts to \$150,000, while the value of the land in dispute was about \$2,000. The law papers which had accumulated were docketed in 1,856 parcels, which weighed sixteen tons, and were stored in a large disused church.

KILLED BY A LEOPARD Englishman, Believing It Dead, Gets Within Reach of the Animal.

Cape Town, July 1.—A. M. Davies, son of General Davies, has been killed by a leopard in Mashonaland.

He was in charge of a party conveying stores from Meisetter to Umtali, when the leopard killed one of the donkeys employed in drawing the loads. The leopard was driven off, and poison was placed on the donkey's carcass. Next morning Mr. Davies saw the leopard lying motionless near the donkey, and thinking it was dead, went up to it unarmed. When within two yards, the brute sprang at his throat, and inflicted such injuries that Mr. Davies died. The leopard escaped in the bush.

CONFESSED HIS CRIME Negro Assaulter Caught By Mob, Hanged and the Body Burned.

Chickass, Miss., July 1.—Will Davis, alias "Nightbird," of San Antonio, Texas, the negro who committed an assault upon the 16-year-old daughter of Ira Robertson, near Womack, was captured last night, and after being taken back to the scene of his crime, was hanged and burned a quarter of a mile from the spot where the crime was committed. He confessed his crime and offered no resistance to the mob.

HEAVY SEAS IN ONTARIO. Kingston, July 1.—Passenger steamers were considerably delayed on reaching here today owing to the heavy seas that rolled on the lake during the night.

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The disgruntled one hid himself in a corner and not another word was heard from him.
The extent of the extra travel may be imagined when it is stated that the International Limited comprised ten cars, instead of its usual quota of five; the Eastern Flyer was made up of eight cars, instead of four, and other trains were also hauling extras.

ONLY UNION JACKS FOR THIS PULPIT Toronto Congregation Objected to Stars and Stripes, and It Was Removed.

Kingston, Ont., July 1.—Union Jacks were alone used in draping the pulpit of Queen Street Methodist Church tonight. A hearty patriotic service was held, and there was increased zest, owing to a morning episode. The pulpit then was covered half and half by a Union Jack and Stars and Stripes. The church folks did not like the display, especially as it was a purely Canadian occasion, the marking of the Dominion's birthday, and they said so. They were as willing as anybody to show courtesy to neighbors, but the occasion today did not call for it, as no United States guests were being publicly entertained, hence good-feeling towards a sister nation were not called for. At night the Union Jacks were alone in evidence, and a strong patriotic sermon on "Our National Heritage" was preached by Rev. W. H. Sparling.

LEAVES DOG AS LEGACY Suicide Had Not the Heart to Kill the Animal Himself.

London, July 1.—Frank Goodacre, an actor, 40 years old, who committed suicide at Brampton, North Devon, left the following letter, which was read at the inquest: "Whoever finds this be kind to my dog, Bedelia, and be sure she is sent to Mrs. Fatham Wiloughby, Loughborough—a poor but pretty legacy. It is a last wish. I had a mind to take her with me, but I hadn't the heart to hurt the poor soul. She is my only pal. My life is over, and hers, sweet thing, only just begun. The man's tragic fate was disclosed by the howling of the dog referred to in the letter. He had left her tied to a tree by the river in which he drowned himself. Goodacre left his coat and hat beside the dog. There was another letter that read as follows: "When there is nothing left to hope for there is nothing left to dread. Trouble after trouble, I cannot bear any more. I have tried hard to avoid this terrible thing, but cannot. I hope I may be forgiven. It is a bit hard, but it is the only way out of what has been years a cruel life." The jury returned a verdict of "Suicide during temporary insanity."

THE CHINESE CELEBRATION. At the celebration by the Chinese Empire Association, which will be held this morning at 10:30, at 256 Dundas street, many representatives from Toronto, Hamilton and other cities will be present. The following will address the meeting: Lin Li, a student of Pickering College, and secretary of the Chinese Empire Association of Toronto; Lun Gong, a student of the Chinese Empire Association of Toronto; and Hong Wai, president of the Toronto association. The officers for the association, which is to be organized in this city, will be: President, Pong Wing; vice-president, Wong Lem; secretary, foreign correspondence, Jim Lee.

The thousands of Londoners who saw the Seventh Regiment march on Saturday evening from the armories to the C. P. R. depot, where it entrained for Ottawa, could not but have been filled with a sense of pride, and a feeling that during the two days' outing at the capital the corps would do credit not only to itself, but also to the city that is proud to claim it as her own.

The "sojler" boys never presented a finer appearance—and that is saying a great deal, especially in view of the standard set for parades since Lieut.-Col. Little took command. True, the regiment went away minus its brass band, owing to the recent trouble that resulted in the disbanding of the organization, but the absence of the musicians did not appear to put the least damper on the enthusiasm of either the officers, non-coms, or the rank and file.

The bugle band, 40 strong, was in the van, and throughout the entire march it played a variety of numbers. The troops were faultless in their attire—and also in their marching. Buttons were shining as if they had just left the maker's hands. Bushies were as slick-looking as could be, and belts had been polished until they looked like new. Mother had been busy on the sergeants, and not a spot was to be seen on them. Certainly, the regiment was fine.

Out Almost to a Man.
The eight companies of the regiment turned out almost to a man. This was made possible by the foresight of Lieut.-Col. Little and the officers, in arranging matters so that the men would not lose any time by going on the trip.

The route taken to the depot was Dundas to Richmond street, and along the line of march there were thousands of citizens, who admired the redcoats as they gave them the merry hand. At the depot there were fully a thousand more, and these joined in the send-off with a vigor. It was surprising the short space of time occupied by the four hundred men in entraining. The special was made up of a baggage car, ten colonist cars, and two sleepers—a total of thirteen—hailed by engine No. 579, with Engineer George McAllister, of this city, in the cab. The train was in charge of Conductor George Cruickshank, also of London, and it was as fine a special as ever ran out of this city. A car was set apart for each company, and as the men in double ranks reached their coach, one column marched in one door, and the other column invaded the other door. By this means, confusion was avoided, and much time saved. The sleepers were for the officers and their guests, among the latter being the majority of the aldermen, the city officials, and representatives of the various municipal bodies.

"They're Off."
It was just 7:15 o'clock when "All aboard!" was given, and the trip was begun. When the regiment had formed up at the armories, Lieut.-Col. Little addressed the officers and men, reminding them of how much depended upon their actions while at the capital. He also made reference to the absence of the band, and intimated that all that was desirable in the musical line had been arranged for at Ottawa.

It was understood that the band of the Governor-General's Foot Guards had volunteered its services for the maneuvers today. The Guards wear bushies, similar to the Seventh. Lieut.-Col. Little would not verify the rumor, however.
At the Capital.
[Special to The Advertiser.]
Ottawa, July 1.—Ottawa was thrown open her heart and hands to the Seventh Regiment of London, and the officers and men, and the civil dignitaries who accompanied the soldiers, are now having the time of their lives in the Canadian capital. The journey to this city was made in splendid time by the train of thirteen coaches provided for the purpose. The passenger Agent Fulton, of London, was in charge, and he made himself solid with soldiers and civilians by the care he showed on one and all by the very successful manner in which he ran the special. The train pulled out at 7:15 Saturday evening and arrived in Ottawa at 3 o'clock Sunday morning. The journey was a pleasant one for all. Ten special colonist sleepers were provided for the men and two sleepers for the officers and the civil party. The regiment went to the capital 395 strong. This fact was very creditable to the officers and the men, for the authorized strength of the Seventh is only 403 men. Had the band been along the regiment would have been over strength. Col. Little was in command, and despite the absence of the band the men made a strike with all corners. In the civil car were: Mayor Judd and Ald. Forriest, Armstrong, Booth, Cooper, Wyatt, Gerry, Saunders, City Clerk Baker, Assessment Commissioner Grant, Fire Chief Clark, Chairman Hazard, of the Public Library Board; Chairman Greer, of the License Board; Assistant Engineer Kirkpatrick, Principal Radcliffe, of the Public Institute; ex-Ald. R. A. Carruthers, of the Board of Health; Sergeant Merritt and Arthur Jolly, and Secretary Ellwood, of the water commissioners.

Incident of the Journey.
The journey was scarcely made without incident. When it was reached the roundhouse was on fire. It was about 3 o'clock in the morning, and some one shouted "Look at the fire." The excitement was too much for several of the occupants of the civil coach, and they scrambled out of their bunks and fell on the floor of the car while Mr. Merritt tripped and fell. (Continued on Page Six.)