PRIMITIVE ARCHITECTURE.

How Log Houses Were Built in the Good Old Days.

THE YORK PIONEERS' "RAISING BEE."

A Pleasant Reunion of Jolly, Hardy, Old Gentlemen, who Prove that Time Has Not Shrunk Their Muscles—The Vivatable Ox Team Called into Requisition—"Simcoe Lorne Chambers."

A yoke of oxen attached to a farm waggon and driven along one of the principal streets of the city is, in these days of steam and electricity, a sufficiently novel sight to attract the attention of passers-by. But when the vehicle before which the bovines amble along is decorated with evergreens and bunting, and contains a score or so of white-haired, jolly old gentlemen, the beholder comes to a stand-still and is lost in wonder. This was the primitive style of turn-out called into requisition on Friday morning, to convey some of the members of the York Pioneers' Society to the Exhibition grounds, where they intended advancing the work on the two log houses, the foundations of which had been laid the previous day. As the strange "rig" slowly made its way west on King street, a sympathetic victualler gently deposited on the floor of the waggon two quart bottles containing a liquid labelled "lime juice." Possibly when mud was knee deep in York, *it* was was called by that name, but in the present day the same article is retailed in diminutive glasses, and is known to the initiated as "pony of brandy." Among the juvenile spectators along the route this unusual display was the cause of much comment and speculation. Who the "old 'uns" were and their destination was satisfactorily settled by a knowing youth, who informed his inquisitive companions that "the whole batch was

"BOUND FOR THE CENTRAL PRISON."

This explanation was richly enjoyed by those in the waggon, and was retained as the standing joke of the day and many a hearty laugh during the progress of construction was called forth by some vivacious old gentleman propounding the query to his companions, "When did you get out?" In due time, "Buck" and "Bright," as the oxen were familiarly named by those seated behind them, brought the party to the scene of their labour, where about twenty or thirty more staunch old pioneers awaited their arrival, and accorded the new-comers a cheerful welcome, *a la* 1830. The more active of the aged house builders doffed their coats and, baring their arms, were soon busily engaged in log rolling and hoisting. The excitement of the contest between the gang working on the York Pioneers' log house, and the party in charge of the reconstruction of Gov. Simcoe's log cabin, soon spread to the spectators. Very feeble old men were seen attempting to raise the timber with the aid of walking sticks, but failing in these honest endeavours assisted or encouraged their fellow pioneers with frequent shouts of "Heave, oh, heave! up she goes," etc. Mr. R. H. Oates proved a very efficient director of ceremonies. The small three-pounder of which the Society boasts possession was under his personal supervision, and as each course of logs was placed in position the fact was announced by a discharge from the cannon. It was astonishing to observe the exhilarating effect the noise of

THE "LITTLE BARKER"

had on the workmen—at each discharge they cheered lustily, and were afterwards encouraged to put forth greater efforts to complete another course, so that their favourite could belch forth again. It has now passed beyond dispute that, without their cannon, the York Pioneers would be like a steam engine with no steam. Mr. Gedd, the old pioneer printer, was appointed chief of the commissariat department, and, in a decidedly antiquated range, possibly of the style of 1776, indeavoured to prepare tea and coffee to quench the thirst of the "raisers." The "stove," as the fireman expressed it, appeared to be a "little out of kilter," and insisted on being relighted at least ten times per hour. Old Mr. Gedd, however, did not do what would have been done by nine out of every ten men born this side of 1840—anathematize the range, and afterwards perform an Indian war dance on its venerable remains. His only rebuke that fell upon the ears of sympathizing bystanders, was contained in the words

"IT'S A LITTLE OUT OF KILTER."

However, luke warm tea and coffee was ladelled out by the quart, and the sturdy old pioneers who enveloped it, pronounced it "just the thing to work on." Another refreshing beverage, contained in a couple of five gallon lager beer kegs, the gift of ex-Ald. Dill, was tested by some of the more modernized pioneers, and finally consumed by the thankful and admiring spectators who amply proved that they were by no means pioneers in the *science* of lager beer drinking. As the afternoon advanced, and with it the work of construction, the exhibition grounds were visited by a number of spectators, who watched with considerable interest the old men at work. Among those attracted to the spot were many ladies, who, "just for the honour" connected therewith, assisted in running a log or so up the skids. About five o'clock the workmen on the Governor Simcoe cabin announced that they had succeeded in placing the logs to the full height necessary for the reception of the rafters. Fifteen minutes passed, and the men engaged on the York Pioneers' log house, a few feet to the north, made a similar announcement. A cessation from labour was ordered, and the imposing ceremony of christening the buildings was performed. Mr. John Smith, who had charge of the reconstruction of the log cabin, was the sponsor for his work, and Mr. Norman Milliken did the honours for the Pioneers' log house. The signal for breaking the bottles and naming the houses was given by Mr. Oates in the usual Pioneer style, viz., firing the cannon. At the conclusion of the ceremony, the Pioneers shouted themselves hoarse, and everybody shook hands with everybody, and vouchsafed the remark "that a jollier time had not been seen for fifty years."

THE YORK PIONEERS' LOG HOUSE.

The following gentlemen were chosen as axe or corner-men on this building, and skilfully performed the task allotted to them:—Mr. Abraram Hoover, of West York, south-west corner; Mr. Alex. McPherson, of Markham, south-east corner; Mr. Jacob Strong, of West York, north-west corner, and Mr. Wm. Lee, of East York, north-east corner. It was generally understood that prizes were to be awarded to the corner-men making the cleanest and best jointures with the axe, but the judges, if any had been appointed, did not publicly announce the names of the successful axe-men. The building will be used by the York Pioneers' Society as a meeting house for the transaction of business during the summer months. It is constructed of second growth Norway pine logs, taken from a place called Soldiers' Bay, about two miles north of the village of Holland Landing. Early in the present century there was a military post at that place, which was known to the Indians as Toronto, or "place of meeting." The furnishings of the building will be in strict keeping with the times intended to be represented. Even the stones to be used in the construction of the old-fashioned chimney have been brought from some memorable spot on the southern shores of Lake Simcoe. During the visit of the Governor-General and H.R.H. Princess Louise to the Exhibition they will be entertained by the Pioneers in their own building.

GOVERNOR SIMCOE'S LOG CABIN.

As has already been announced, this building was presented to the York Pioneers by Mr. John Smith, or, as he is better known among the members of the Society, "Don" John Smith. The structure was originally erected, in the year 1794, on the bank of the Don river, by some of the officers of Governor Simcoe's staff, and used by them as a hunting lodge. The timbers, unlisp the Pioneers' log house, are squared; ank, considering their great age, they are remarkably well preserved from rot or decay. Memento gatherers during the day fairly surrounded the place, and carried off almost every chip or splinter hewn from the ancient logs. A few of the Pioneers and friends succeeded in securing sufficiently large pieces of the timber wherewith to make walking-sticks. There are no doubt many stirring associations connected with the building, and at the "raising" some of the older pioneers recounted to interested spectators stories of the days when its occupants sallied forth to slay the bear or deer.

HOMEWARD BOUND.

"Buck" and "Bright" were again hitched to the waggon, into which the Pioneers, with a few friends, scrambled, and the jolly old gentlemen were driven cityward. Following behind the ox team were four or five carriages, in which were seated Mr. Gooderham, sr., and ladies; ex-Mayor Morrison and ladies; several Aldermen and ex-Aldermen, and Mr. N. L. Piper, etc. On King street, the careful and experienced driver of the ox team, took the street car track for the purpose of making a more comfortable run. This change was objected to by some of the Pioneers who sighed for a good canter over a "corduroy" road. The uneven block pavement, bad as it is, was a poor substitute, but in lieu of the original, it appeared to satisfy the ancient waggoneers. Singing was indulged in, but the only piece that met with any degree of favour was "Auld Lang Syne." One musically inclined pioneer tried "wait for the waggon," but he proved a failure, so "Auld Lang Syne" was kept up with spirit during the remainder of the ride. In passing *The Mail* and *Globe* offices, three hearty cheers were given. As the waggon drew up at Mr. Rennie's seed store, Jarvis street, where the party disembarked, cheers were sent up for the Messrs. Taylor, owners of the well-trained ox-team, Messrs. Oates, W. B. Phipps, Rennie, and others. The active Pioneers lifted the more feeble ones from the waggon, and carrying them a few feet on their shoulders deposited them safely on the sidewalk. After arranging for a day to meet and complete the building, the old men, their faces beaming with pleasure, bade each other good bye and departed for their respective homes, where they no doubt have informed those gathered around them that "it was the jolliest time seen for fifty years."

INCIDENTS.

Among the visitors to the grounds was a well-known city coroner. His presence was the signal for considerable "chaffing," which he bore with the greatest of good humour. Fortunately none of the "raisers" received so much as a slight flesh wound, nor did a log even roll upon their ancient toes.

During the afternoon it was announced that the wife of Mr. Chambers, gardener and caretaker of the Exhibition grounds, had given birth to a son. A self-appointed committee took upon itself the honour of naming the child. Such names as "Log House Chambers," "Log Cabin Chambers," "Pioneer Chambers," "Oates Chambers," etc., were suggested and rejected. A press representative was asked to take part in the selection of a name, and he gave it as his opinion that "Simcoe Lorne Chambers" would be appropriate to the occasion. The name found favour with the father of the child, as well as the impromptu committee, and if the little one is spared it will be so called.

THE VICEREGAL VISIT.

Arrangements for Receiving our Illustrious Guests.

A meeting of the Reception Committee was held in the City Hall on Friday afternoon. Ald. McMurrich (Chairman), presiding.

The minutes of the previous meeting being read and approved, the chairman presented the following new

PROGRAMME

for the consideration of the Committee:—

His Excellency and her Royal Highness will arrive on Friday, the 5th of September next, at 11.30 a.m.

On arrival they will leave the cars at the foot of Lorne street, where they will be received by the Mayor and Reception Committee, the Lieutenant-Governor, and members of the Ontario Government.

The children, massed on the platforms on each side of Lorne street, to the number of six thousand or more, will welcome their Excellencies by singing appropriate music.

Their Excellencies will then proceed to the Horticultural Gardens, by way of Front, Yonge and Gerrard streets, accompanied by a procession, which will form along the line of route.

Upon arrival at the Gardens, his Excellency and her Royal Highness will be conducted to the Pavilion, where the civic address will be presented by the Mayor, after which the members of the Council will be formally presented. Her Royal Highness will then be invited by the President and members of the Horticultural Society to plant a tree in the Gardens.

His Excellency and her Royal Highness, accompanied by the Mayor and Corporation, will then drive to the Industrial Exhibition, when the same will be formally opened, and afterwards return to Government House. In the evening, a general illumination of the city will be made from 8 to 10 p.m.

On Saturday, the 6th, the sailing regatta, under the auspices of the Royal Canadian Yacht Club, will come off, and a grand lacrosse match, under the auspices of the Toronto Lacrosse Club, will take place in the afternoon.

In the evening of the same day, a musical entertainment will be given in the Horticultural Gardens, under the management of the Philharmonic Society, when their Excellencies will be present.

On Monday, the 8th, the Scottish games will be held in the afternoon, and in the evening a drawing-room, when visitors will be received whose names commence with the letter A to M inclusive.

On Tuesday, the 9th, a general review of the volunteers will be held on the Garrison Common, and in the evening the citizens' ball.

On Wednesday, the 10th, their Excellencies will visit places of interest in the city, and in the evening give a drawing-room to visitors whose names commence with N to Z inclusive.

On Saturday, the 13th, a rowing regatta will take place.

Col. R. B. Denison was present, and on behalf of the militia authorities stated that a large body of volunteers—horse and foot—including the batteries and engineers, would be at the disposal of the Committee, but it was finally decided to allow the militia authorities to manage this part of the details. Col. Denison stated that a royal salute of 21 guns would be fired as close to the point of reception as possible, and a guard of honour would be furnished. The troops would line the streets and be on duty at the Horticultural Gardens. Subsequently they would be despatched to the Exhibition grounds, where another royal salute would be fired, the Governor and the Princess appearing there officially to open the Exhibition.

Col. Denison also stated that the review would be held on the Garrison Common, and that a large body of troops would be present.

The passenger and freight traffic of the Grand Trunk railway shows a substantial increase last month.

The Good Old Days are Gone.—*The Mail* of a recent date contained the following, and the Grit sheets all over the country are struck dumb with amazement at the idea of an M. P. declining payment for Government advertisements:—"We can assure our friends, who are so solicitous for our political welfare, that the member for Welland values too highly the honour conferred on him by his constituents to jeopardize his seat in the House by the receipt of filthy lucre from the public treasury—not one cent of which *The Mail* has ever received since he has controlled it. But the advertisement referred to is a very important one, and believing it to be in the interest of the country that it should have the widest publicity, we have determined to publish it gratuitously." In the good old days of Hon. Alex. Mackenzie, owners of Grit papers, fortunate enough to secure a seat in the House, would take all the "pap" they could get, and then ask for an Act of Parliament to white-wash them, but then there is no Anglin about the proprietor of *The Mail*, and while his paper may lose a few dollars in one way, he makes a great many more by retaining the esteem and respect of our entire population.—*Port Hope Times*

THUNDER AND LIGHTNING.

Great Destruction of Farm Property.

Barns And Contents Consumed And Several Lives Lost.

Strathroy, Aug. 14.—A heavy rain rain storm, accompanied by thunder and lightning, passed over here about eight o'clock last night. The lightning struck a barn beside Adelaide village, completely destroying it and five other buildings. The farm is owned by Mr. F. Pitch. His loss will be about $1,500, on which there is an insurance of $700 in the Watertown Insurance Company. The farm is rented by Mr. Jas. Demery, who loses his entire crop with his stock of implements. His loss will be fully $1,000; no insurance.

Aylmer, Aug. 14.—Last night about ten o'clock a severe thunder-storm passed over this place, and during its progress the lightning struck Mr. Isaac Woolley's house, about two miles from here, completely destroying it, together with the contents. The family barely escaped with their lives. Mr. Woolley was severely burned about the face while rescuing the children.

Erin, Aug. 14.—Last night during the thunder-storm which passed over here, the barn of Mr. J. B. Conboy, lot 12, concession 5, West Caledon, was struck by lightning and burned to the ground, with its contents. The barn was a good frame one, and contained about ten tons of hay, seed drill, cultivator, sulkey, rake, one hundred and fifty buckets, twenty bushels of barley, and ten of wheat; also ploughs and harrows. The property was insured in the Isolated Risk Company for $750, $250 on the barn and $500 on the contents. The loss above insurance will not be great.

St. Mary's, Aug. 14.—During a heavy thunder storm last night, the barn of Galvin Dunlop, of Downie, was struck by lightning and burned, together with all his season's crop. Mr. Dunlop had just entered the barn with a load of grain when the lightning struck, killing one of the horses and so seriously injuring Mr. Dunlop that he died in a few hours afterwards. He was a widower and leaves five or six children.

Numerous fires were visible throughout the country around but no tidings of any other accidents have reached here yet.

Georgetown, Aug. 14.—A terrific storm visited this neighbourhood, last night about eight o'clock. A barn belonging to James Reid was struck by lightning and totally destroyed. The barn was said to contain a three years' crop.

Cambray, Ont., Aug. 14.—During the storm yesterday a barn and stable owned by Mr. Angus McFadyen, in the second concession of Fenelon, was struck by lightning and totally consumed. The barn contained nearly all his crop and a large quantity of fall wheat had been threshed only a few days previous and nearly all his farm implement. The loss is about $1,000; no insurance.

Brachville, Aug. 14.—A large barn situated on Lot No. 5 in the 4th concession of West Zorra, the property of Mr. Thaddeus Tate, was struck by lightning last evening, and the contents, being the entire crop of the farm, was in half an hour a smouldering mass. The loss cannot be less than $1,800 or $2,000. The contents consumed were as follows:—Nearly two hundred bushels of fall wheat threshed, about twenty-five tons of hay, five hundred or six hundred bushels of oats, a quantity of spring wheat and peas, also a valuable horse and buggy and fat hogs. The policy of insurance had expired only a few days.

Frelighsburg, Q, Aug. 14.—The wife of one John Wrightman, of East Dunham, was killed by lightning this forenoon. The house was considerably damaged.

London, Aug. 14.—The storm of last night in this neighbourhood was terrific, lasting for about an hour. The lightning was very vivid, the thunder heavy, and rain fell in torrents. The barn of J. Crockett, of Dorchester, was struck by lightning and burned with all its contents, including waggons, buggy and the season's crop of grain.

INTERCOLONIAL RAILWAY.

Transfer of the Riviere Du Loup Branch

Quebec, August 13.—On the Intercolonial railway from the 13th, the traffic on the new district from River du Loup to Point Levi will be under the superintendence of Mr. H. Busby, and all train orders will be given in his name from the despatching office at River du Loup, so that practically for traffic purposes, the Intercolonial now extends to Quebec. The River du Loup station will be immediately relaid with steel rails, in order to conform to the other portion of the Intercolonial. The transfer of the River du Loup branch was completed to-day, and it will henceforth be run by the Government.

The morning express for Halifax was prevented from leaving Point Levi at the usual hour this morning by old employés of the Grand Trunk, consisting of drivers, firemen, brakemen and conductors, who lost their situations in consequence of the Government having taken possession of the road from Hadlow to River du Loup. Hon. McKenzie Bowell, with Messrs. Schreiber, Pottinger and Busby reasoned with the men, and at one o'clock the disaffected men allowed the train to leave, saying no other would start out before matters were settled satisfactorily to them. They were evidently very much excited and determined, and trouble was feared.

Later—The trouble at Point Levi anent the transfer of the River Du Loup branch railway is not yet over. The old employés suffered the train for Halifax to leave at 1.30 out of compassion to the passengers, but declare that no feelings of compunction shall persuade them to a like action to-morrow. A small detachment of the city police went over there this morning, but the force is so small that they have little or no influence with the crowd. There are only about 28 men who have been discharged at that point, but they collect a body of sympathisers from amongst the unemployed, with which the city is full, and together present quite a formidable front.

The Late Fire.

Hamilton, Aug. 14.—The enquiry into the circumstances connected with the origin of the late fire in McInnes' block was continued this afternoon in the Council Chamber, before Coroner White.

Donald McInnes testified that he was the owner of the block which was burned; part of it was rented to Messrs. Furner, Livingstone & Co., the Bank of Hamilton and the Hamilton Provident and Loan Association. He remembered the night of the fire when he was standing on the first floor of his own warehouse. He called the attention of Mr. Pentecost, one of his clerks, to a light through the windows of the well. Pentecost at once said it was a fire, when witness replied "Let us try and save the goods." Pentecost then gave the fire alarm. The fire came so quickly through the windows of the well that they were prevented from saving any of the goods. When he (witness) went upstairs the flames were passing through the well windows in the second flat. He knew there was a quantity of rubbish in the cellar of Furner, Livingstone & Co.'s. The time of the fire was about twenty minutes to six. He was sure that the fire took place in the packing room of Furner, Livingstone & Co. He considered that there was neglect in leaving the rubbish in the cellar. Witness was examined by Mr. Parkes, when he stated he had $12,000 worth of property in the cellar, under Furner, Livingstone & Co.'s premises. He went in there to try and save the bales of goods.

Robert William Pentecost corroborated this evidence, and was cross-examined by Mr. Parkes, but nothing further of importance was elicited.

James Brayley, Toronto, was recalled, and repeated a portion of his evidence, previously published in *The Mail*.

Mr. Furner, recalled, was examined at length by Mr. Robertson and Mr. Parkes without eliciting any further facts than those already published.

The enquiry was adjourned at 6 p.m.

This evening at the assembling of the Court, counsel on both sides addressed the jury, after which Coroner White summed up the evidence, when the jury brought in the following verdict at half-past eleven o'clock:—

That the fire in the McInnes block occurred through a cause unknown, that it originated in Messrs. Furner, Livingstone & Co.'s packing room, and that the presence therein of a large mass of combustible material, consisting of broken packing cases and loose papers, contributed to make the fire burn more rapidly and intensely, and that the presence of said combustible material was an indication of negligence on the part of Furner, Livingstone & Co.

THE BANK OF MONTREAL.

Resignation of the General Manager.

Montreal, Aug. 15.—Financial circles were startled at noon by the announcement that at the meeting of Directors of the Bank of Montreal this morning, the General Manager, Mr. R. B. Angus, had tendered his resignation. Enquiry at the Bank elicited the information that Mr. Angus has resigned with a view to obtaining a relaxation from work, which has been very pressing of recent years, and that he will accept the managership of the St. Paul, Minneapolis and Manitoba railway, a road controlled by Mr. Geo. Stephen, the President, and Mr. Donald A. Smith, one of the Directors of the Bank. Mr. Angus states that there have existed the most cordial relations between himself and the Board, and that the resignation is entirely voluntary. Very great regret is expressed at the severance by Mr. Angus of his connection with the bank, his removal to St. Paul, where he is about to take up his residence, being regarded as a serious loss to the community. The railway of which Mr. Angus takes the management has been a debtor to the Bank of Montreal through Mr. George Stephen and Mr. D. A. Smith, but by the recent negotiation of $8,000,000 of bonds in New York, all liabilities to the bank have been discharged. Both the agents of the bank in New York, Mr. C. F. Smither and Mr. Walter Watson, are spoken of as Mr. Angus' successor, though it is probable that on account of a lack of robust health, the former gentleman, to whom the appointment would no doubt first be offered, will decline. Mr. Watson, the other gentleman referred to, is a man of splendid reputation as a banker, and is said to have made a success of every thing he has taken hold of. He is a man of middle age, of upwards of thirty years' experience in banking, the first part of which was in the Bank of Scotland, about five years with the Bank of British North America here, and the last twenty in New York. Mr. Watson is a man of considerable means, at present in the enjoyment of a good salary.

There are various rumours afloat as to the cause of Mr. Angus' resignation. The *Star* says:—

"If the stories that are circulating in regard to the circumstances attending the resignation of Mr. Angus from the Bank of Montreal are half true, that gentleman and his associates Mr. Geo. Stephen and Hon. D. A. Smith have all become suddenly rich and very rich at that. The stories go, and there are several of them, all of which coincide pretty well, that the St. Paul, Minneapolis and Manitoba railway was in a demoralized condition and was bought up by the Stephens' syndicate for a song, as it were; then put upon the market and having been floated, netted to the fortunate trio, the handsome sum of $2,000,000 some say $3,000,000, and a matter of a million one way or the other in this transaction seems to be generally considered a small affair. Mr. Angus' share of the profit is said to be all the way from a half to three quarters of a million of dollars, and, as was remarked before, if this story is only half true it is not to be wondered at that he should not hesitate to throw up even so fine a situation as the general managership of the Bank of Montreal, which, no doubt has its thorns as well as roses. We have not been able to verify the story of this wonderful financial operation, but give it for what it is worth."

ATTEMPT TO WRECK A TRAIN.

Boulders Placed on the Track of the North Hastings Railway.

Belleville, Aug. 15.—The train leaving Madoc this morning for this city whistled for brakes about four miles this side of Hog Lake, when it was found that some maliciously inclined person had placed several boulders upon the track, besides putting a tie upright in a cattle guard between two farms. The water pipes of the engine were so damaged that they could only run until the water then in the boiler was exhausted. Near Smithville they came to a stand, and the passengers were in time for the Madoc stage. The conductor telegraphed for an engine to bring in the train, and a locomotive was promptly despatched from the Grand Trunk station, the broken engine with the accompanying cars arriving here about one o'clock. The section men found and removed several boulders from the track in making their usual trip over the line early this morning, and the obstructions must have been designedly placed after the sectionists had passed along, by some evil-disposed persons. It could hardly have been for the sake of plunder that the ruin of the train and the consequent loss of life were attempted, as the passengers are not numerous enough to make such a thing an object; besides if such was the aim of the perpetrators, one would naturally think they would look to some more lucrative opportunity.

MURDER SUSPECTED.

A Man Believed to Have Been Thrown Off a Montreal Steamer.

Montreal, Aug. 14.—On Tuesday morning a hat and several articles of clothing were found on the steamer Montreal soon after its arrival from Quebec, and it was suspected that a man had disappeared overboard. The missing man's name was Louis Jasmin, and his brother made a deposition which led to the arrest of two men on a charge of murder. Deputy High Constable Constant and Constable Champagne with a warrant went out to St. Jean Baptiste village to-day, and at 3.30 this afternoon arraigned before the magistrate two men named Arthur Leonard and Theophile Sigouin. These two men were seen in company with the missing man just as the boat left the wharf at Three Rivers, and it is alleged that a dispute which afterward led to a quarrel was then in progress. It is suspected that they threw Jasmin overboard, and that his cries were not heard on account of the paddle-wheels. On reaching the city these two men conducted themselves in such a way as to excite suspicion, and even, it is said, asked for the clothes which Jasmin had left. When brought before the magistrate they strongly protested their innocence. All the men concerned are raftsmen, and Jasmin's brother has gone to find evidence among them. The missing man belongs to the parish of St. Martin.

A MILITARY RIOT.

Ruction at Halifax Between the Royal Artillery and 101st Regiment.

Halifax, Aug. 15.—The annual sports of the Royal Artillery came off at the polo grounds this afternoon, and attracted a large crowd of people. The games generally were well contested, but about the close of the amusements a very serious row occurred between a number of artillerymen and men belonging to the 101st Regiment. Sticks, stones, and other missiles were freely used for a while, and it was by the greatest exertions of the officers present that a riot of a serious character was prevented. The men of the different corps were separated and marched off the field. A strong piquet paraded the streets frequented by soldiers during the early hours of the evening, but no further disturbance occurred of consequence.

VICEROYALTY AT BRANTFORD.

Preparations for the Reception in October.

Brantford, Aug. 16.—The directors of the Southern Fair met this afternoon and decided to hold the exhibition on the 6th of October and following days, so as to secure the presence of the Marquis of Lorne and H. R. H. the Princess Louise, who are expected to visit the city at that time. The City and County Councils also met to provide means to properly entertain the distinguished visitors.

A CHAPTER OF ACCIDENTS.

The Lieutenant-Governor and Party at Manitoba.

The Upset on the Pembina Branch—Entering Winnipeg on a Hand Car—Nearly a Collision—Lieutenant-Governor Cauchon Loses his Spectacles.

(*From the Manitoba Free Press, Aug. 5.*)

We have already detailed the reception accorded to his Honour at Thunder Bay, and the fact that a departure was made by train on the C. P. R. line on the Tuesday following for Savanne, where canoes were taken for Rat Portage. The trip was a most delightful one, and barring one of the two accidents—running on a rock and one of the party falling overboard—thoroughly enjoyed; the magnificent scenery along the route being admired, the weather being propitious, and the rod and gun supplying sufficient amusement. Rat Portage was reached on Friday night last—fifteen days out from Toronto. On the following morning, was made for Cross Lake, by boat and portage, his Honour with Chief Justice Morrison reaching that place about eight o'clock, and the remainder of the party arriving two hours later on Monday morning. Here they were met by his Honour Lieut.-Governor Cauchon and party, who had gone out from Winnipeg by train on the previous Thursday to welcome the representative of the Premier Province to the bull's eye of the Dominion. After the Ontario visitors had been shown the lions of the spot—dinner was partaken of, and about one o'clock the train was boarded for Winnipeg. The train consisted of the locomotive Countess of Dufferin (Vanaman engineer), baggage car, box car, on which were the voyageurs, and a passenger car. At Selkirk junction, in order to keep it ahead of the train, it was necessary to reverse the engine, and so on the run up the Pembina Branch the tender preceded the locomotive. The track on the Branch being in good order and well-ballasted, excellent time was being made. Shortly before six o'clock,

AN ACCIDENT OCCURRED

which, while providentially unaccompanied by loss of life, resulted in the injury of several persons and considerable damage to property. About four miles north of Bird's Hill, and eleven from St. Boniface station, there is a slight dip in the track, on observing which the engineer slowed up the train, which was then running at about twenty miles an hour. On reaching the dip, the tender, which, it will be remembered, preceded the locomotive, partially jumped the track, the wheels running on their edge for about ten or fifteen feet, when it veered to the left, jumped the track, and after running on the ties for a few rods, the wheels were suddenly wrenched off, and the tender turned completely upside down, on the left of the roadbed. The engine immediately struck the tender, and fell sideway parallel with the track, but on the other or right side of the rails. The baggage car mounted the locomotive and, breaking the coupling, stretched itself across the track, one end reposing on the engine. Then the box car in which were the voyageurs and two or three others, mounted the wreck, throwing the inmates, who were partaking of the evening meal, all in a heap, but fortunately injuring none of them. This car was a flat, covered with common rough boards, and known as a "Palace Pullman," and the roof giving way the frightened voyageurs were enabled to escape easily through the rent, while others jumped out of the window. The wheels of this car were smashed, but beyond that very little damage was done to it. Fortunately the coupling which connected this car with the passenger coach snapped and the latter, in which were the two Lieutenant Governors and their friends, was left uninjured—the shock being very slight. The ladies, notwithstanding they were aware a serious accident had happened, acted with admirable calmness and not a scream was uttered. The car was at once vacated, and

A TERRIBLE SIGHT

met the gaze of the travellers—a large pile of debris on the track, wrecked tender on the one side, and an overturned engine, still emitting the hissing scalding steam, on the other—while the belief that pervaded the minds of all that there were wounded and dead amongst the wreck added to the horror of the situation. The medical men were the first to rush to the assistance of the wounded, of the number of whom it was then impossible to form an idea; but a hasty yet thorough search through the ruins revealed the welcome fact that none had lost their lives in the wreck, although the accident had not been without the usually attendant injuries on some. The engineer, Mr. Vanaman, was found at his post, having his engine reversed, and busily engaged in putting out the fires, which were extinguished so as to prevent the flames communicating with the debris. He was uninjured, save a slight wound received on the nose, which may mar his personal appearance for a short time. The fireman was also at his post of duty, in attending which he received some slight injuries. Three men, who were on the tender, were thrown off violently—two being seriously injured, one of them by the wood falling on him, but the third escaped unhurt. The baggage car was badly smashed at one end, but the damage to the baggage was very slight, only two pieces being broken. A brakeman on the box-car was also injured, his shoulder being dislocated. The injured men were at once attended to by the doctors, and the worst that had happened being fully realized by all, the intense excitement which had prevailed subsided, and the party began to make themselves as comfortable as possible under the circumstances. Tea was prepared, and partaken of in the car; while Mr. Charles Whitehead, who accompanied the party, proceeded

TO ST. BONIFACE ON A HAND-CAR,

which, fortunately, some section men of the road were using near at hand. At St. Boniface four other hand-cars were procured and taken down to the scene of the accident to convey the party here, reaching the spot about half-past nine o'clock. A start was at once made; their honours, Lieutenant-Governors McDonald and Cauchon, with Master McDonald, taking passage in the first car, and the others of the party being distributed amongst the remaining cars.

ANOTHER ACCIDENT.

When the car containing the two Governors was two miles this side of where the smash-up occurred, it collided with another hand-car going north. On seeing that a collision was unavoidable, Governor McDonald pitched his son out safely, and then both Governors jumped for their lives, neither sustaining any injury. The accident occasioned a little loss of time and the loss of Governor Cauchon's spectacles, but nothing more; and resuming their journey St. Boniface was reached about 10.30 o'clock, without further incident or accident—and none were needed particularly. Carriages were in waiting, and the party were driven to the city, Lieutenant-Governor McDonald and son and Chief Justice Morrison becoming the guests of Government House, and the other visitors taking up their quarters at the Canadian Pacific Hotel.

The western channel at the mouth of Belleville harbour is to be dredged to a depth of 12 feet, with a width of 70 feet, and at its upper end a basin will be formed of a size sufficient for turning the largest vessels which trade out of the port.

Avoid all strong purgative pills, which only exhaust the mucous secretions and wear out nature. Peristaltic Lozenges are just the opposite; they restore the digestion, quicken the liver, and tone up the whole system; thus curing *Dyspepsia, Headache, Dizziness, Piles* and all other results of Habitual Constipation, the chief cause of ill-health, especially among women. See advertisement in another column.

MURDER AND SUICIDE.

Frightful Tragedy in Annapolis County, Nova Scotia.

A Man Hacks his Wife to Death with a Hatchet and then Drowns Himself.

Halifax, Aug. 14.—Some particulars of a tragedy at Margaretville, Annapolis Co., yesterday morning have been received here. David Gates, a labourer, forty-five years of age, brutally murdered his wife by striking her on the head with a hatchet and then completed the tragedy by rushing to the wharf and throwing himself overboard. Gates had always been looked upon as a hard-working, industrious man. He had been married twenty-one years and leaves a family of nine children. For nearly a year he has been considered by many intimate friends as somewhat deranged, but was considered harmless. Early yesterday morning the children were aroused from their sleep by the screams of their mother and on going down stairs, they found her lying on the floor covered with blood, and their father beating her over the head with a hatchet. The children in some cases had narrowly escaped, as the father attempted to chase them. An inquest was held on Mrs. Gates' body to-day, which disclosed the fact that four contused wounds had been made, each of which produced a fracture of the scull. While the inquest was being held, word was sent to the Coroner that the body of the murderer David Gates had been found in the dock. The jury on the inquest on Mrs. Gates' body gave a verdict that deceased came to her death by blows on the head inflicted by her husband, David Gates, while labouring under insanity. An inquest was then held on the body of Gates, when it was shown that after committing the deed, he had made his escape from the house by going up stairs and getting out of the window by means of a ladder, which he had placed there the evening before. When found he had a piece of fishing line wound six times around his neck, and tied as tightly as possible, and a contused wound on the side of his head, probably produced by striking the beach when jumping from the end of the wharf, which is about forty feet high.

A STEAMER BURNED.

The Steinhoff, of Chatham, Utterly Destroyed.

Detroit, Mich., Aug. 13.—The steamer J. W. Steinhoff, of Chatham, was burned at 2.15 this morning. It is not known how the fire originated. Capt. Steinhoff says that when he retired after ten o'clock last evening everything was as usual. His wife and little boy retired with him to his cabin forward. The next he knew he was surrounded by a dense cloud of smoke, and fire was coming in at every crevice in the room. He seized his pantaloons, but was unable to get them on, and hastily throwing them aside seized his baby and rushed for the side of the steamer towards the river, at the same time calling his wife to follow him, and endeavouring to carry her with him. The flames were shooting up around his feet. He jumped overboard with his baby, and was rescued with the child in his arms. It was only when he arrived at the Central police station that he began to realize that he was injured. The child was unhurt. His wife, who was rescued from the dock, is terribly burned on the left side of the face and body. Her hair was burned to a crisp. Captain Steinhoff's right leg, from the knee, and foot, are literally cooked, the skin and flesh peeling off at the touch. The clerk, George Hosford, also jumped overboard nearly at the same time as the captain, but was in another part of the steamer, and was uninjured. He was rescued in an exhausted condition by a ship's boat from the cutter Fessenden. He lost all his clothing and effects. The personal loss to the captain is great. The Steinhoff was owned in Chatham and was valued at $16,000. Her tonnage was 262. She was rated A1, and was regarded as one of the fastest steamers on the lakes. The clerk says the insurance on her is about $8,000. As far as heard all others connected with the steamer were uninjured.

THE DOMINION EXHIBITION.

Efforts to Secure Government Aid.

Ottawa, Aug. 14.—His Worship the Mayor, accompanied by Messrs. Turteen and Woodburn, visited the Department of Agriculture this morning, in connection with the proposed Dominion Exhibition. In the absence of the Minister, Mr. Lowe, secretary of the department, conducted the deputation through the apartment containing the Dominion exhibits in cases, as shown at Philadelphia. After a brief conference, the Mayor suggested that the Minister of Agriculture should agree to assist the local committee in erecting a special building for the Manitoba display, and the special Dominion exhibit of seed, grain, petroleum, minerals, and other Canadian industries. It was further decided that a recommendation should be made to the local committee to test a new harrow which Mr. Colby, M.P., for Stanstead, had written highly recommending, and the deputation expressed their intention of endeavouring to secure ground for the trial of the machine. Mr. Lowe said he had no doubt that the Department would return a favourable response to the requests made. The committee then left with the intention of visiting Mr. Langevin and Col. Denis to-morrow, to secure the Dominion map, as another attraction for the Dominion building to be erected.

INCENDIARISM.

Destruction of a License Inspector's House

Seaforth, Aug. 17.—About three o'clock this morning a fire was discovered on the outside of the dwelling of W. Ballantyne, License Inspector. On reaching the spot Mr. Ballantyne found a bundle of straw burning furiously in an angle where the kitchen joined the main building. He succeeded in putting out the fire at the bottom, but it had got through the clapboards and up to the cornice before assistance arrived and the building was completely destroyed. The loss will be about $1,200; insured for $400.

PAUPER IMMIGRANTS.

Europe's New Method for Getting Rid of Her Useless Population.

New York, June 16.—Mere pauper immigrants were reported to-day, among them Alex. Lawenson, insane, from Stockholm, Sweden, and Louis Kabath, utterly helpless, from Luigen, Prussia. The latter had his passage paid by the city authorities of Luigen. Both men sent back by Castle Garden officials.

Ask Yourself These Questions.

Are you a despondent sufferer from Sick Headache, Habitual Costiveness, Palpitation of the Heart? Have you Dizziness of the Head? Is your Nervous System depressed? Does your blood circulate badly? Have you a Cough? Low Spirits? Coming up of the food after eating? &c., &c. All of these and much more are the direct results of Dyspepsia, Liver Complaint and Indigestion. Green's August Flower is now acknowledged by all druggists to be a positive cure. Two million four hundred thousand bottles were given away in the U. S. through druggists to the people as a trial. Two doses will satisfy any person of its wonderful quality in curing all forms of Indigestion. Sample bottle 10 cents; regular size 75 cents. Sold positive by all first-class druggists in the United States and Canada. 358 eow

There is no truth in the rumour that the Princess will visit England in October next. It is understood that her Royal Highness has invited a number of English friends to spend the winter at Rideau Hall, and arrangements are being made for their entertainment.

CANADIAN.

A farmer, who is well off, was fined $30 at Farmersville, recently, for watering his milk before taking it to a factory.

Last week the Clinton Exporting Company shipped for England eight car loads—1,000 head—of sheep, intended for the English market.

The newly printed Dominion notes are rapidly getting into circulation. The one dollar bills contain in the centre the portrait of Lady Dufferin, and the $2 bills that of Lord Dufferin.

Seattle,