

The second change insisted upon is that Reid shall submit for amendment the grants of land which he obtained from the late Winter Ministry. It is alleged that these grants comprehend large sections of farm lands now actually occupied in part. Reid's rights under his grants override the "squatter" tenure under which the great mass of our people possess their holdings, & a rigid enforcement by Reid of his rights in this respect would cause widespread hardship and distress.

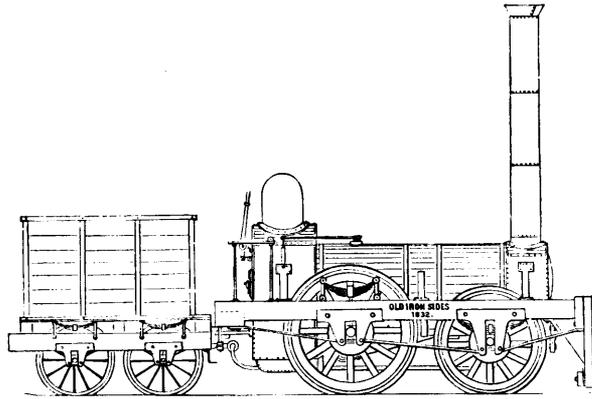
Mr. Reid, on his part, disclaims any idea or intention of dispossessing or interfering with any persons whatever, & offers to give a fee simple grant to any bonafide occupier of land which may be "blanketed" by his concessions. This matter will not offer any serious obstacle to an adjustment, but the rock on which the whole scheme may come to shipwreck is the demand of the Ministry that Mr. Reid consent to the cancellation of the purchase clause of the railway. They are willing that he should be allowed its operation for 50 years, & they are not averse to the quantity of land given him to undertake this

service, but they insist that he abandon the ownership on the repayment of his \$1,000,000 & such sum as compensation for other expenditures made by him as an arbitration may award. This proposal is, in its way, scarcely less startling than is Mr. Reid's project, though for a different reason, & the contractor naturally enough declines to seriously consider it. He says, in effect, that it is an attempt to force him to part with what he has rightly come by, & that the Government have no justification for such a course, save that they seek to take advantage of what they think are his necessities, i.e., the getting of money to develop these properties. He further argues that no capitalists would invest in a leasehold concern such large sums as he proposes should be applied to the exploitation of the island's resources, & if the ownership were cancelled the whole enterprise would collapse.

The difference between Bond & Reid has brought about a deadlock. The latter has refused to continue the development works which he had in progress, & is shutting down everything except what the actual operation of the railroad calls for.

Some hundreds of men are thereby thrown out of employment, & the public are being stirred up considerably as a consequence. A large number of people believe that the curtailment of the Reid works will have a disastrous effect upon the colony's prosperity, while the opponents of the scheme contend that Mr. Reid's shutting down should be answered by the Government vigorously enforcing every clause of the railway contract to its strictest letter, instead of its being liberally construed, as at present. How matters will end it is difficult to say, the interests involved being so momentous. Mr. Reid cannot concede what the Government demand, unless at the sacrifice of some of the most favorable features of his projects. The Min-

istry, on the other hand, cannot give way without laying themselves open to an outburst of popular indignation against them. The probability is that a compromise will be effected after the next election, when minor con-



"OLD IRONSIDES," THE FIRST LOCOMOTIVE BUILT AT THE BALDWIN LOCOMOTIVE WORKS IN 1831-2.

cessions will be made by both sides, & the whole subject finally adjusted, the question being then put out of politics for four years, by which time it will probably have been forgotten in the light of more recent events.—Toronto Globe.

**Mainly About People.**

Alex. Horn, Inspector of Hulls, died at Kingston, Ont., June 18.

Jas. Matthews, of J. & J. T. Matthews, ship owners, Toronto, died there June 6.

Jno. Higginson, at one time Master Car Builder on the C.P.R., died at Detroit, Mich., May 25.

Mrs. F. L. Somerville, wife of the Resident Engineer of the G.T.R. at Toronto, died there June 6.

Duncan Ross, of Malcolm & Ross, the New Brunswick railway contractors, died at Montreal June 28.

Mrs. Thos. Tait, of Montreal, & her daughter,

Captain Wm. McKee, one of the oldest marine men in the Bay of Quinte district, died at Kingston, Ont., June 18, aged 80.

W. Whyte, Manager of the C.P.R. Western lines, arrived at Vancouver July 17, from China & Japan, where he has been on a pleasure trip.

W. Alexander, ex-Chief Engineer of the Montreal St. Ry., has gone to Dublin, having been appointed Chief Engineer of the Dublin Street Ry.

T. Skinner, of London, Eng., one of the directors of the C.P.R., came to Canada early in June & made a trip over the line to Vancouver & return.

P. McCullough, electrician of the Toronto Ry., has gone to England to take charge of the electrical department of the Liverpool corporation tramways.

A. J. McKenna, Travelling Passenger Agent of the C.P.R., has recovered from the severe injuries he sustained in the recent accident at Grand Falls, N.B.

T. G. Shaughnessy's house at St. Patrick, Que., formerly Sir John Macdonald's summer residence, has been taken by H. Joseph, of Montreal, for the summer.

Hon. A. R. Dickey, ex-Minister of Justice, who was drowned at Amherst, N.S., July 3, was one of the promoters of the New England & Nova Scotia Navigation Co.

R. N. Frith, of St. John, N.B., was married there June 6, to Miss Maud Sutherland, daughter of J. N. Sutherland, General Freight Agent of the C.P.R. Atlantic division.

Mrs. Jas. Robb, mother of W. D. Robb, Master Mechanic of the G.T.R. at Toronto, died at Cleveland, Ohio, recently, aged 85. She was buried at Smith's Falls, Ont.

The engagement is announced of Miss Maude Hendrie, of Hamilton, to H. Ledyard, of Detroit, son of H. B. Ledyard, President of the Michigan Central Ry. The wedding will take place in Oct.

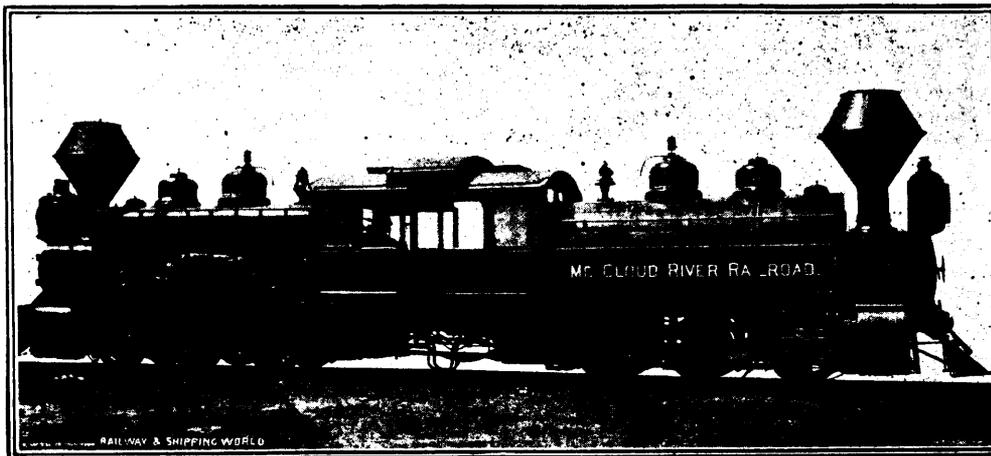
P. H. Loftus, general foreman of construction on the Chicago & G.T.R. at Valparaiso, has resigned to become superintendent of construction of the Fritchton Line, with headquarters at Fritchton, Ind.

The Baroness Von Ketteler, wife of the German Minister at Pekin, who is supposed to have been killed during the recent troubles there, is a daughter of H. B. Ledyard, President of the Michigan Central Ry.

A. Wilson, on leaving the employ of the Hamilton, Grimsby & Beamsville Electric Ry. recently, to become chief clerk of the Hamilton St. Ry., was made a presentation by the officers of the H., G. & B. E. R.

Wm. Stitt, Assistant General Passenger Agent of the C. P.R. at Winnipeg, returned there early in June from Hot Springs, where he went for treatment for rheumatism. The change did him a great deal of good.

H. W. Webb, brother of Dr. W. S. Webb, died June 22, at his residence, Beechwood, Scarborough on the Hudson, of heart failure, aged 48. He was a director in the Wagner



BALDWIN COMPOUND DUPLEX LOCOMOTIVE FOR HEAVY GRADE SERVICE.

ter, are spending the summer with her parents on Lake Muskoka.

Mrs. W. F. Egg, wife of the Montreal City Passenger Agent of the C.P.R., is summering at Father Point, Que.

Jas. Ross, of Montreal, & Mrs. Ross, will spend the balance of the summer at their shooting box in Scotland.