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TENTH YEAR. FRIDAY MORNING, MARCH 1, 1889. PRICE ONE CENT.

THE ST. GEORGE CALAMITY

MRS. HIGGINS' NAME ADDED TO THE DEATH ROLL.

Brakeman Angels Still Alive but Very Low—The Other Wounded Doing Well—Scenes of Sorrow and Suffering—Evidence at the Inquest—The Broken Driving Wheel Tire—The Engineer's Story—A Dangerous Switch—The Financial Loss.

ST. GEORGE, Feb. 28.—The little town of St. George, on its hill-slope facing the south, has been in a fever of excitement last night and to-day. From 7 o'clock till midnight the whole town almost worked hard and unceasingly in extricating the dead and wounded from the wrecked railway train. The scenes were something to wring sympathetic anguish from the heart. The shrieks of women and the groans and shouts of men in agony went up from the wreckage with which they were covered. One by one, bleeding and mangled, the unfortunate people who still lived were rescued and the dead were carried away and laid in the station house. The Cummings House, the largest hotel in town, was given over for the service of the wounded people. Private residences took those that could not get a place at the hotel. All night long till daybreak this morning the excitement was intense, and to-day it was unabated.

Looking southward down the slope the seven tall columns of stone on which the bridge rests can be seen a quarter of a mile distant. The unspanned space in the bridge, through which the ill-fated coach dropped, can also be seen, and there are the wrecking trains at both ends of the bridge with the engines puffing and blowing and crowds of people sixty feet below gazing upward at the wreck. People came from all over the district to see it. The road for a quarter of a mile on each side of the bridge is lined with vehicles, and buses run constantly from Harrisburg and St. George.

How the Wreck Occurred.

There is no doubt as to the cause of the disaster. The train was whirling along eastward and was within less than a hundred yards from the bridge when the tire of the back driving wheel on the right side threw out a segment about eleven inches long. The tire ran off, leaped over the coupling rods and sped away down the embankment, through a fence and out into an open field, where it now lies.

The wheel, stripped of its tire, fell about two inches, and the great strain pulled the pins from the coupling rods. On the bridge flew the tram, the back part of the engine, tender and smoker jumping from side to side cutting great gashes in the wooden ties. The ties were stripped from the girders, the iron needle beams brushed away like a cob-web and the dining car, having no support, fell through between the girders. The engine, tender and smoker crossed the bridge in safety owing to the grip of the engine truck, which never left the rails. The first passenger coach jumped the track and fell somersaulting through the air, and the Pullman, next to it, remained standing on the verge of the gap, obeying equally the retrograde force of the dining car and the onward force of the rest of the train. Its couplings at each end were sundered and it remained standing on the track.

The Dead.

The latest death was that of Mrs. Higgins, which occurred at 6.30 o'clock this morning. The following is the list of the dead:

A. W. Francis, Mayor of Woodstock and editor of The Woodstock Times.
Thos. McLean, stove and tinware dealer, Detroit.
Captain (Miss) Moore, Salvation Army, Brantford.
Dr. Strain, Brantford, a well-known physician through Ontario.
E. R. Baines, store department Grand Trunk Railway, London.
W. M. Wemp, immigration agent, London.
Geo. Loggat, Mitchell.
John Peers, councillor Woodstock.
Chas. Crump, colored waiter in dining car, Windsor.
Mrs. C. W. Higgins, Toronto.

The Wounded.

The following is a list of the wounded and the nature of their injuries:

D. W. Karn, organ manufacturer, Woodstock—scalded on the right hip, flesh wounds on the head and face and slight body bruises.
Daniel Peacock, Reeve of Woodstock—right ankle injured and large scalp wound.
Hamilton Johnston, cook in dining car—shoulder blade broken and body scalds.
Mrs. Jennings, Paris—leg broken.
May Jennings, a seven-old daughter of the preceding—skull fractured.
Dr. H. Le Quesne, Cleveland, traveler for Scott & Bone, 132 Fifth-avenue, New York—thigh dislocated and ribs broken.
Jas. Dwyer, Detroit—head and body bruises.
R. W. Knight, Woodstock—flesh wounds on head and injured internally.
Thos. N. Doutney, temperance lecturer, Detroit—left leg broken and head and body bruises.
David Cooper, waiter in dining car, Suspension Bridge—badly scalded on head and body.
Jonathan Martin, Woodstock—shoulder dislocated and head badly bruised.
Conductor Reville, London—serious cut on the head.
Andrew McLaughlin, Windsor—hurt about head and back.
Wm. Benedict, Saranac, Mich.—wrist hurt and arm scalded, and serious internal hurts.
Miss Lizie McLeod, Ingersoll—bad scalp wound, ear split, collar bone broken and spine injured.
Stephen Budden, Dorchester, Ont.—badly cut about the face and skull fractured.
Mrs. Budden, Dorchester, Ont.—shoulder dislocated and skull fractured.
Miss Mary J. Chaffee, Pontiac, Mich.—scalp wound and side bruise.
Geo. Forbes, New York—scalp wound and scalded.
Miss Andrews, Belleville—ear nearly torn off and ankle fractured.
J. R. Marshall, Regina, N.W.T.—back and legs bruised.
Mrs. Marshall, Regina, N.W.T.—severe scalp wound.
John McKinley, Detroit,—scalp wounds and body bruises.
Fred Hancock, news agent, London—back hurt and head cut.
John H. Wilson, waiter, Chatham—legs bruised and head cut slightly.
Geo. Margetts, dining car conductor, Niagara Falls—scalded badly about head and arms.
Mrs. Evans, matron of the Children's Home, Hamilton—cheek and arms cut, badly scalded.
Mrs. Alex. Sendell, Detroit—scalp wounds and bruises.

The Lucky Eight.

Eight occupants of the ill-starred train escaped unscathed. They were:

T. S. L. Lewis, Chatham, traveler for the Crompton Corset Co.
J. C. Gilroy, traveler for Wyld, Grasett & Darling, Toronto.
Mr. De Lisle, traveler for the Ontario Barbed Wire Works, Toronto.
Councillor Potts, Woodstock.
David Price, commercial traveler, Belleville.
G. C. Eden, town clerk of Woodstock.
Baggageman Plummer.
Engineer William Blackwell.

Railway Men on the Ground.

At 9 o'clock this morning Dr. Ridley and Dr. MacKelcan left Hamilton on behalf of the Grand Trunk Railway for the wreck and were joined at Harrisburg by Dr. Digby of Brantford. They made re-examinations of the patients and during the day Messrs. Karn and Peacock of Woodstock were removed home, and in the evening Mrs. Evans of Hamilton was taken home. All of the dead bodies were sent home by this evening, except those of Charles Crump and Geo. Loggat.

These railway officials were at the scene of the accident all day: Messrs. Joseph Hobson, chief engineer of the Great Western Division; Samuel Barker, general manager of the Northern and Northwestern Railway; Wm. Pope, of Solicitor Bell's office, Belleville, and Chas. Stiff, superintendent of the Southern Division of the Grand Trunk. Relays of men were put to work and the wreckage was rapidly cleared away and the track put in order. Loads of timber came from Hamilton and Komoka with bridge carpenters to repair the break. Three wooden trestles will be erected to support the broken span. The work has progressed well so far and by to-morrow the line will be open again. Until the repairs are made the trains will run by Paris and Brantford.

What Dr. Ridley Says.

Dr. Ridley of Hamilton was the physician in charge. The doctor is cool-headed and methodical. He has been through such experiences and knows how to go to work. The World interviewed Dr. Ridley:

"What do you think about the wreck, doctor?"

"It's bad, very bad—the worst I have ever had anything to do with. The Winona disaster was a terrible one, but it did not compare with this one. It is a shocking affair."

"How are the patients doing?"

"They are all doing very well. I think I can say that they will all get well. Most of them are already out of danger. A very peculiar feature about the accident is that not one amputation has resulted from it."

"When will the removals take place?"

"Well, there won't be any at present. Some of the patients are entirely out of danger, but they are bruised and sore and it would not be well to move them for some days."

HEARD ABOVE THE CRASH.

Some Sad Features of the Accident—Two Wedding Journeys Interrupted.

ST. GEORGE, Ont., Feb. 28.—Mr. Karn sat opposite Dr. Swan of Woodstock, who was killed. They were both in the first-class coach. Mr. Karn says that the coach turned over three times in making the descent.

Dr. Swan only lingered a short time after being taken from the wreck. His lungs were crushed.

Mrs. Higgins, wife of Mr. C. W. Higgins, of the Rossin House billiard room, had been away from home for some months. For some weeks past she was visiting in Detroit and would have come home several days ago had she not been detained by the kindness of her friends. Mr. Higgins came up to St. George, reaching here about 3 o'clock this morning. He saw his wife and spoke to her and she was not too far sunk to recognize him. Mr. Higgins is completely broken in spirit.

Little May Jennings received a bad fracture of the skull. Dr. Ridley says, however, that she will get over it all right.

Mr. Joe Richardson, the well known railway man, came down from Detroit on Wednesday. He intended coming through but stopped off at London on business. He does not regret it.

Dr. McLurg of Woodstock took charge of moving Messrs. Karn and Peacock.

Geo. Forbes, the well known sport of Woodstock, is among the wounded. He is doing very well and will soon be about.

Mrs. Sendell of Detroit fell out of the end of the Pullman car, which was left standing on the bridge. She fell to the ground sixty feet below, and strange to say was not badly injured.

George Margetts, dining car conductor, has been several times a member of the Wimbledon team. Once while at practice a man stepped in front of the target just as he fired. The bullet passed through the man's left lung and made a bull's-eye on the target. The wound inflicted was fatal.

Their Wedding Journeys.

Two newly married couples, Mr. and Mrs. Marshall and Mr. and Mrs. Budden, were in the wreck. The former were married in Dorchester on Wednesday and were on their way to St. Catharines, and the latter were married in Chesterfield and were going east on their wedding trip. All four are doing well.

Mrs. Marshall, whose maiden name was Nancy Henderson, had been married but a few hours before the occurrence. Her husband, Mr. J. R. Marshall, had just come down from Regina to marry the young lady. She wrote to a friend in Toronto the early part of this week detailing her wedding tour and the places she intended to visit. She had not got very many miles from her home when all her calculations were rudely upset.

The Grand Trunk officials acted with great promptitude in summoning medical aid. In two hours after the accident these doctors were in attendance: Drs. E. C. Kitchen, E. E. Kitchen, Addison, Patton, St. George; Vurt, Sinclair and Dutton, Paris; Digby and Howard, Brantford; McKay and McLurg, Woodstock; and Ridley, Wilverton, Wallace, White, Shaw, Leslie and Ormstead, Hamilton, 19 in all.

Mr. James Sutherland, M. P., of Woodstock leaves the Capital to-day to attend the funeral of his townsmen.

The body of Miss Moore, the Salvation Army captain, which was sent to Brantford, was viewed there by the Salvationists and no one identified her. The body was sent to Ingersoll, where it is said she belongs.

Among those who came up to the scene of the accident from Toronto were Hon. Chas. Drury and Messrs. Rayside, M. L. A. for Glengarry and Caldwell, M.L.A. for North Lanark.

THE DETROIT VICTIMS.

Mr. McLean a Former Resident of Port Hope—Mrs. McKinley's Flight.

DETROIT, Feb. 28.—Among the killed at the St. George railway accident is Thomas G. McLean of Detroit, of the firm of McLean & Beecher, Peninsular Furnace agents. He came to Detroit seven years ago from Port Hope, Ont., and was employed as foreman for James F. Guinn. Two years ago he commenced business for himself in connection with Mr. Beecher. Some little while after this Mr. McLean's wife died, leaving three children, who were sent to live with relatives at Port Hope. Mr. McLean was 36 years of age.

John McKinley, whose name appears in the list of injured, lives at 147 Seventh-street, Detroit. He is a piano polisher by trade, but has been out of employment for some time. Work was offered him in Boston, and he left yesterday for that place. Last night his wife received a telegram from St. George, simply stating her husband was hurt. She would go to him if she had means to do so, but her husband took all the money they had except 30 cents, to pay his fare to Boston.

Brakeman Angels Very Low.

LONDON, Feb. 28.—Brakeman Angels is still alive but very low.

THE INQUEST.

A Broken Tire on the Drive Wheel of the Locomotive—Dangerous Switches.

ST. GEORGE, Feb. 28.—Coroner Webster empanelled a jury last night with William Snowball as foreman, but owing to Mrs. Higgins' death this morning a second panel was summoned with D. Cope as foreman. There was a large attendance in Mechanics' Hall, where the inquest was held, and intense interest was manifested in the proceedings.

James Stewart, general inspector of the Traffic Department, stated: The train is called No. 54 express, is made up at Windsor and runs to Suspension Bridge. Wm. Blackwell of London had charge of the engine and Henry Angels was fireman. Dan Revell was the conductor. There are two brakemen, one baggeman, parlor car conductor, dining car conductor, three waiters and three cooks on this train. Examination is made at London and Harrisburg by car inspectors of the car wheels and trucks and also the engine wheels. No interim examination is made except by the engineer himself. The trains passing at Princeton were exactly on time. It is the duty of the conductor and his men to inspect the train at every station and also to keep a lookout when in motion.

Thomas Paquette stated he was employed as brakeman on the train. It leaves Windsor at 1.10 p.m. The driver is not the same that left Windsor. The engine was changed at London, nothing being wrong there. The first notice I had of the accident was the jumping of the cars when we reached the bridge. I was in the smoking car at the time. It did not leave the bed of the track. No one was injured in this car. I knew the brakes were on by the motion of the cars. I cannot tell our speed. It is my duty to see that the brakes are all right. I got off the car at the north side and went down to the passenger coach and helped get the passengers out. The train was all right at Paris, do not think the train was off the track before it reached the bridge. Steam was shut off before reaching the bridge. The brakes were put on after the engine was reversed.

A Dangerous Switch.

John Plummer, baggageman of Windsor, testified: The first impression I had of the accident was I recollect striking the west end switch. We struck it very hard. I noticed it swayed the car I was in. My impression was that something was wrong. Something struck the car where I stood before we reached the bridge. The air pipe broke beneath the car I was in. When I found we were off the track I applied the air brake from the inside of the car before reaching the bridge. In trying the brake I found it did not work, but hung on to it until we got over the bridge. It was no defect in the bridge. Under my own car, just previous to that, there was something wrong. The distance between the west end switch and the station is 200 yards at least. The car dropped down about the station and was dragged along on the ties. The station is about 200 feet from the bridge. We can stop the train inside of 100 feet. It is down grade to St. George. I regard this switch as a very dangerous switch because coming down grade we strike it heavy. There is a curve there. We did not leave the track there. Have no idea how fast we were going. I suppose our usual time, about 35 or 40 miles an hour.

John B. Rousseaux of Hamilton, G.T.R. detective, stated he was on the train, was sitting in the smoking car. After we passed St. George station, just by the little shanty, I noticed the tire of the "drive" wheel was thrown over the fence at the bottom of the embankment. At the same time I heard a report. I thought it was the uncoupling of the air brake. It might have been 50 or 100 feet from the bridge. I found I could not get out. The smoker and engine went over all right, the smoker drew the ties up. Noticed nothing until I saw the tire go off.

Officials' Theories.

Chas. Stiff, superintendent of the Southern Division, said: I believe the accident was caused by a tire of the driving wheel breaking on the south side, that caused the connecting rods to break, the track to spread, the cars to get off the track, the needle beams of the bridge to be all crowded together, allowing the cars to fall between the girders, and this breaking took place before the train reached the bridge. I have traced the tire from the field in which it now lies to the point where it left the track about 50 yards west of the bridge. I think the tire became loose about 100 yards west of that. There are marks on the tire from the distance I mentioned, about 150 yards west of the bridge. The engine driver would notice the difference of the running at once of the train; that, I think, would be about 150 yards west of the bridge. At the speed he was running it would have taken the driver about 500 yards to stop the train. The time cards show that they would run about 44 or 45 miles an hour. The train has to run about 45 miles all the way through. I don't know how long the engine has been in use. The tires occasionally get broken. I do not know how long the tire was in use. I should say it had not been out of the shop long. We found the missing piece of tire which is now at the station and I cannot see any defect in it. It is apparently a new fracture. The switch I examined to-day, it is close to the station. There is one further up about 400 yards. There is no curve at the station switch. I have no theory of the cause of the break. An engine running over a very rough road might do it. The tire is steel; as far as my knowledge goes it seems to be perfect. I cannot say how far from the bridge the tire was found. I cannot see any possible connection the switches had with the accident.

Joseph Hobson, Chief Engineer of G.W.R. division, stated: My duty is to see that the track, bridges, fence, etc., are kept in good condition. The track is broken at both ends of the switch. Do not consider that a break in the track. I passed over that part of the road last Tuesday. I looked at the switches; they were all right. I never notice any concussion at these switches. I have examined the one nearest the bridge. The train makes a little more noise going over the switch. Am positive the switch near the bridge had nothing to do with the accident.

The Engineer's Story.

William Blackwell of London, engineer, said: I was in charge of the train; left London at 4.30, took charge at London; stopped at Ingersoll, Woodstock, Princetown, Paris and Diamond Crossing. I examined engine at London. My duty is to examine engine before leaving London, not the duty of anyone but myself. I did this yesterday afternoon. Was satisfied that she was fit for the journey. This is not my regular train, the regular engineer was off. At Woodstock we took water and oiled there. With the hammer we tried the crank pins and keys to see whether they were sound at London, did not use the hammer after that.

I first noticed that something was wrong about midway between the two switches of the siding. I noticed something give way under where I was standing. I was in the cab. I do not know what it was, I noticed splinters thrown up and the tire was thrown off, I think between the two sidings. I did not do anything, did not reverse the engine, did not put on the air brakes, could not do so; did not blow whistle; it was impossible to stay in the cab. I shut the engine off as soon as I heard the crash. I saw I could not do anything. I ran to the war of the engine, the fireman jumped off. I could not stop the train, if I did reverse, in that distance; would have no power to stop the train in a short distance. The trailing wheel, the tire and the left driving wheel were off at the other side of the accident on the bridge. I would apply the air-brakes, reverse the engine and give all the power I could to stop a train if necessary, but could not in this case do anything. Could stop the train in about 400 or 500 yards. I often run over this road. Did not notice any jar or concussion at the curve.

I don't know how long the engine was in service. I started on the road in 1872 on freight and passenger trains, was never permanent passenger engineer. I picked up a piece of the tire midway between the two switches, the large rim and the piece produced makes the tire complete. I did not use the hammer on the wheels at any time on this trip. I examined the repair register and all was clear.

The Broken Tire.

Arthur A. Smith of Toronto, Assistant Mechanical Superintendent, stated he had charge of the engine and men in the locomotive department under Mr. Wallis. Mr. Walton of London would have charge of this engine. It would be the duty of the engineer to see that it was all right. I saw the piece of tire produced at midnight on Feb. 27. It was not rusted. I consider that the tire is a fair average steel tire. Can detect a longitudinal mark down the tire which I can't account for, unless it has been caused by the bearing of the tire when it broke on the rail and ties. I can't say whether it was a former defect or not, not in its present state I could not swear that that was a perfect tire at the time of the accident, the crack might have been there for two weeks. The defect is on the inside of the tire. I did not examine the other part of the tire to see if the tire was cracked, it could not be seen by any possibility at all and percussion would not reveal that defect under any circumstances, if defect there were. It could not be detected by any means while on the wheel. I should say that the tire would be from six to nine months turned since last turning. I should call that of the first quality of steel. The tires are about from 2½ to 2¾ inches thick, the one produced is 1⅞ inches thick at the thinnest point. The crack running the length of the tire would not produce the breaking crosswise. It would be safe to run a tire of 1½ inches thick of soft steel and an eighth inch thicker of hard steel. The reason the tires are put on so thick is that they can be turned down. Could not say whether the steel produced is hard or soft. The inquest was adjourned till 10.30 Friday morning.

A BIG BILL FOR THE TRUNK.

The Damage and Damages Will Run Many Thousands.

ST. GEORGE, Feb. 28.—Some of the leading local officials of the Grand Trunk were here during the day. Of course they would not give any opinion as to the amount of the damages, but it is the general belief that they will be heavy. The damage to rolling-stock consists of the destruction of a dining car, a Pullman, a first-class coach, some injury to a smoker and a bad shaking up to the engine. The damage to the bridge is not very great. The whole structure is all right with the exception of one span and this can be easily repaired.

The damage to rolling stock is heavy, but it will probably not equal the amount to be paid in damages. There are ten people killed, one at London, Angels, the brakeman, likely to die, and there are twenty-eight wounded.

It is not likely that less than $100,000 will cover the whole bill.

RAN WITH THE WHEEL OFF.

Marvelous 8-Mile Trip of a Freight Car From Lucan to Ailsa Craig.

AILSA CRAIG, Feb. 28.—This morning on the arrival of No. 220 special from Lucan the conductor discovered that a wheel of one of his cars was off the track, and on sending back, it was found that it had got off at Lucan, and had run in that way to here, cutting every bolt and smashing every joint block on one side for eight miles. It is a miracle that no serious accident occurred, as the grade between here and Lucan is the heaviest on the line.

A Peculiar Collision.

BRAMPTON, Feb. 28.—Last night as a G.T.R. freight train was crossing the C.P.R. track a freight train of the latter road crashed into it, cutting its way through, never stopping, not a wheel of the C.P.R. train leaving the track. The engineer and fireman jumped and saved their lives. A brakeman ran forward, setting the brakes and reaching the engine brought the train to a stand after running 2½ miles past the scene of the accident. No one was hurt, but a great deal of damage to property of the G.T.R. was done. A car of coffins and one of sugar were literally smashed into matchwood.

Supposed to Be in Canada.

NEW YORK, Feb. 28.—Artie B. Cleveland, president and organizer of the A. B. Cleveland Company (limited), wholesale dealers in seeds at No. 47 Cortlandt-street, with branches at Cape Vincent, N. Y., Picton, Ont., and London, Eng., has been missing three weeks. The matter has been kept quiet. He went away ostensibly on business, it is said, and is believed to be either in Canada or England. It is reported that Cleveland appropriated to his own use money and notes of the company, having obtained on notes discounted at various banks about $26,000. It is also reported that he discounted some of the company's receivables. As near as can be ascertained he collected about $40,000 of the company's money. Officers of the company deny, however, that the amount is anywhere near so large. Cleveland is also said to have obtained loans from friends of sums varying from $5000 to $50,000. The total that he secured is placed as high as $150,000. Speculations in stocks which were attended with heavy losses are said to have caused Cleveland's trouble. He is said to have hypothecated his shares in the company. The company is said to be but slightly affected by Cleveland's acts.

Robbed of $13,000.

LIGONIER, Pa., Feb. 28.—Two men entered the house of Herman Umberger last evening and under pretence of having a search warrant, induced the old man to open his trunk in which he had placed $13,000. The robbers decamped with the money.

Attempted Suicide in Perth.

STRATFORD, Feb. 28.—Mr. Groul of Wartbury, while laboring under a temporary fit of insanity, cut his throat from ear to ear last night. Slight hopes are entertained of his recovery.

The Ives and Stayner Indictments.

NEW YORK, Feb. 28.—Six new indictments have been ordered against Ives and Stayner. There are now ten. Partner Doremus is said to be implicated.

Increase in the U. S. Debt.

WASHINGTON, Feb. 28.—It is estimated at the Treasury that the public debt, less cash in the Treasury, has increased $7,000,000 since Feb. 1.

Premier Crispi Resigns.

ROME, Feb. 28.—Prime Minister Crispi has resigned.

Minstrels at the Asylum.

The Red Robin amateur minstrels gave an acceptable performance at the Asylum last evening. It was their first public performance and they were heartily congratulated by the superintendent. Messrs. Fred Bain and Colly Ross, among other "end men," created a great deal of fun which was much appreciated by the large audience. Mr. Chas. E. Burch was musical director and Mr. J. E. Suckling acted as manager. The "Red Robins" go to Brampton to-night.

Hong Kong to London, Via C. P. R.

Powerful limelight views of a trip from Hong Kong, across the Pacific, to Vancouver, and through the magnificent mountain of the Rockies and Selkirks, across the prairies and the great Northwest, and through Eastern Canada to Halifax, and thence by steamer to Liverpool, will be given in St. James' School House Tuesday evening next at 8 o'clock. A charming feature of this entertainment will be the appearance of Miss Robinson, who has kindly consented to sing twice during the evening.

M. L. A.'s Officially Dine.

The following M. L. A.'s dined with Mr. Speaker Baxter last night: Hon. C.F. Fraser, E. F. Clarke, Snider, Allan, Blezard, Chisholm, Conmee, Bronson, Master, Dack, Cruess, Fell, Ingram, Marter, Ferguson, H. Smith, Dr. Gilmour, G.B. Smith, D.E. Cameron, F. W. Harcourt, Messrs. H. H. Dewart, A. B. McCallum, Aubrey White.

Ladies are "At Home."

Neat invitations generously distributed brought together a number of Parkdalians to an "At Home" given by the ladies of St. Mark's Church in McMath's Hall last night. An attractive musical program was rendered and an elegant spread followed.

The Charge Dismissed.

The Police Magistrate yesterday discharged J. B. Britton, against whom a laborer named Dean had preferred a charge of fraud. Dean paid defendant $1 to secure employment and he alleged he had been fleeced. The evidence exonerated Britton.

Something new. See the "Eclat" at White's, 65 King-street west.

A Large Purchase.

Mr. F. X. Cousineau of the Bon Marche made a big purchase yesterday from the estate of J. W. Gale & Co. Mr. C. tells The World that to-day he will have his buyers in every department at Gale & Co.'s to continue his purchases, and that by to-night he will have purchased over $30,000 worth of fine goods.

THE SECOND IN HISTORY.

A TIE ON A DIVISION IN THE DOMINION HOUSE.

Mr. Speaker's Casting Vote Saves Adam Brown's Anti-Cruelty to Animals Bill From the Six Months' Hoist—The Bill "Re-Committed"—Mr. Haggart's Proposed Reforms.

OTTAWA, Feb. 28.—The House was treated to a scene this afternoon that is said to have occurred only once before since Confederation, that is a tie vote. The incident was an exciting one and it was all about that troublesome measure now before Parliament—Mr. Brown's cruelty to animals bill. There have been two votes already on the bill, one a winner and one a loser, and on each occasion the majority was but one. Now the third vote on the bill results in a tie. The rooster is still before the House and Hamilton's senior member is happy, but not so happy as he would like to be.

Yesterday, as stated in The World, the Committee of the Whole rose without reporting anything about the bill. This afternoon Mr. Brown moved to "re-committee" the bill naming next Monday as the day. Col. Tisdale, who champions the opponents of the measure, at once moved that the bill be considered in committee of the whole six months from now. No one seemed to want to talk any more on the bill and the division bells were at once rung.

There has been a great deal of canvassing of members on this bill, the Minister of Customs even joining in eliciting support for it. The Premier shouts on the quiet for Mr. Brown and his measure, but it is said the Old Man is merely doing this to please Adam. Sir John voted against the six months' hoist this afternoon and this gathered for Mr. Brown's bill a number of members who do not believe in it.

The vote was taken first on Col. Tisdale's amendment for a six months' hoist and after the Clerk counted and recounted the vote he declared it a tie, 91 to 91. This is a very heavy vote in a House of 215. There were no "pairs," this is another unusual occurrence. It will be seen that the vote was devoid of politics, the parties being split up in all shapes. Nearly all the French members, but Mr. Boisvert (Iberville), and Mr. Laurier voted against Col. Tisdale. Sir Hector and Sir Adolphe voted for the amendment. The vote at best is merely a complimentary one and when the bill gets into committee again it is altogether likely that it will be slaughtered.

A Tie.

This is the vote on Col. Tisdale's amendment, the Conservatives in italics and the Reformers in Roman:

YEAS.

Amyot.	*Audet.*	*Bain (Soul).*	
Beausoleil.	*Bergeron.*	*Bergin.*	
Bernier.	*Bourassa.*	Burdett.	
Cameron.	*Cargill.*	*Caron (Sir A.).*	
Cartwright (SrR)	Casey.	Casgrain.	
Choquette.	*Clancy.*	*Cockburn.*	
Cook.	*Corby.*	*Coulombe.*	
Couture.	*Daoust.*	*Davis.*	
Denison.	*Desjardins.*	Desaulnt.	
Doyon.	*Dupont.*	*Fergs'n (Well)*	
Fiset.	Flynn.	Gauthier.	
Geoffrion.	*Gigault.*	Godbout.	
Grandbois.	Guay.	*Hickey.*	
Ives.	*Joncas.*	Jones (Hal).	
Labelle.	Landerkin.	*Landry.*	
Langelier (Mont.)	Langelier (Qu.)	*Lange'n (SrH)*	
Larivière.	Lavallee.	*Lepine.*	
Mackenzie.	*McCarthy.*	*McCulla.*	
McGreevy.	McIntyre.	*McKay.*	
McMillan (Vaud)	*Marshall.*	*Masson.*	
Mills (Bothw.)	Mitchell.	*Moncrieff.*	
Montplaisir.	Mulock.	Neveu.	
Perry.	Prefontaine.	*Prior.*	
Purcell.	*Putnam.*	Rinfret.	
Ropel.	*Robillard.*	*Rykert.*	
Ste. Marie.	*Small.*	*Sproule.*	
Taylor.	*Therien.*	*Tisdale.*	
Trow.	Turcotte.	*Tyrwhitt.*	
Vanasse.	*Wallace.*	*Wilmot.*	
Wilson (Arg.).	Wilson (Elg.)	*Wood (Brk.).*	
Yeo—91.			

NAYS.

Archibald.	Armstrong.	Bain (Went.).	
Baird.	*Barnard.*	Bechard.	
Bell.	*Boisvert.*	Borden.	
Bowell.	Bowman.	*Boyle.*	
Bolen.	*Brown.*	*Burns.*	
Campbell.	*Carling.*	*Carpenter.*	
Charlton.	*Cochrane.*	*Colby.*	
Colter.	*Curran.*	*Daly.*	
Davies.	*Davin.*	*Dawson.*	
Dewdney.	*Dickey.*	*Dickinson.*	
Edgar.	Eisenhauer.	Ellis.	
Ferguson (L&G)	Ferguson (Ren.).	Fisher.	
Foster.	Gillnor.	*Guillet.*	
Haggart.	Hale.	*Hall.*	
Hesson.	Holton.	*Hudspeth.*	
Innes.	*Jamieson.*	*Jones (Dig.).*	
Kirk.	*Kirkpatrick.*	Lang.	
Laurie.	Laurier.	Lister.	
Lovitt.	*Macdon'd (Sir J.)*	M'don'ld (Hur)	
McDonald (Vic)	*McDoug'ld (Pic)*	*M'Do'g'll (C.B)*	
McKeen.	McMillan.	*McNeill.*	
McIlb.	*Mara.*	Mogs.	
Mills (Ann.).	*O'Brien.*	Paters'n (Br'nt)	
Perley.	Platt.	*Porter.*	
Robertson.	Rowand.	Scriver.	
Semple.	*Skinner.*	*Smith (Ont.).*	
Somerville.	*Temple.*	*Thomps'n (SrJ)*	
Tupper.	Waldie.	Wason.	
Waldon (Alb.)	Weldon (St J'hn)	Welsh.	
White (Card.).	*White (Ren.).*	*Wilson (Len.).*	
Wood (West.)—91.			

There was great clapping of hands and stamping when the vote was announced. The Speaker voted against the amendment, as he explained, "for the purpose of keeping the bill before the House."

Re-Committed.

Then the yeas and nays were called on the main motion to refer it to the Committee of the Whole on Monday next, and this was carried by 96 to 92. Messrs. Moffatt (Con.), Kenny (Con.), Wright (Con.) and Shanly (Con.), came into the Chamber in the meantime and voted for the main motion. Mr. Bryson (Con.) came in and voted against the motion. Mr. McGreevy (Con.) changed over to the Brown party on the main motion.

The only other tie vote in the House of Commons since Confederation was on May 6, 1870, on the third reading of an interest bill. An amendment had been moved for a three months' hoist and the House divided, 56 to 56. Hon. James Cockburn was Speaker and he voted for the amendment. At that time the House had 181 members. There are now 215.

Postal Reforms.

The Postmaster-General to-day introduced his amendments to the Postal Act, and the bill was read a first time. The bill makes several important changes and amendments in the postal laws, the principal ones being:

All steamboats plying on the inland waters of Canada will be compelled to carry Her Majesty's mails, on terms to be stipulated by the Postmaster-General, at so much per pound or ton. Subsidies will be abolished to inland steamboats, and they will be dealt with similarly to railways which carry mails. The stealing of decoy letters will be treated as a felony, just the same as stealing an ordinary letter.

Stringent regulations are to be adopted concerning the transmission of obscene and immoral literature and photographs through the mails.

The rate for carrying registered letters is to be increased, but the amount of the increase is not stated. The Postmaster-General said it was intended to make the registration fee equal to the American and English rate, which is 10 cents besides the usual stamp. He also said that greater security was to be given to the transmission of valuable letters, and the desire was to induce the public to take the fullest advantage of this additional security. Incidentally this clause was severely criticised by the Opposition.

The weight of letters to be carried for 3 cents is increased from ½ ounce to 1 ounce.

Increase of Drop Letter Rates.

The most radical change made is the increase of drop letters from 1 cent to 2 cents. Mr. Haggart said this also applied to post-offices where there was no free delivery. Letters posted in Toronto for delivery in that city will pay 2c. instead of 1c. This clause will meet with a lively opposition on both, sides it is expected.

No other papers or journals but dailies or weeklies will be transmitted free to subscribers. All other periodicals, semi-monthlies, monthlies, etc., will pay 1c. per pound.

The Postmaster-General is empowered to make arrangements with foreign countries as to a parcel post. A better definition is to be given as to dead letters. Insufficiently stamped letters will be forwarded to their destination and a double penalty will be imposed on their delivery. For instance, a letter which only has a 2 cent stamp will pay 6 cents at the office of delivery. Better regulations are made of offices where a customs branch is attached.

No mention is made of a reduced postage on ordinary letters to 2 cents, but it is believed that will be the next reform.

The amendments proposed above were finally adopted at a meeting of Council to-day. The bill will no doubt encounter a heavy opposition on its second reading.

The members from the Northwest and Manitoba had a lengthy debate on matters connected with their district, being a continuation of Mr. Davies' remarks of yesterday. Considerable routine was disposed of and several private bills were introduced.

The House adjourned at 9 o'clock.

THE PACIFIC DEFENCES.

Negotiations Proceeding Satisfactorily Between the Imperial and Dominion Governments.

OTTAWA, Feb. 28.—In the Senate this afternoon Mr. Macdonald of British Columbia asked the Government for information concerning the defences of the province, and whether the Imperial or Dominion Governments intended to commence the erection of batteries at Esquimalt. Senator Macdonald said he hoped he would not be considered an alarmist in asking the question, but in view of current events in Europe it was well to consider these matters. The necessities for some means of defence on our Pacific coasts had been fully acknowledged by both the Imperial and Dominion Governments.

Mr. Abbott, the Government Leader, said that a large number of Imperial despatches and orders-in-council in relation to these defences had been received by the Militia Department and the correspondence was still proceeding. These despatches were in the main of a confidential nature. It had not yet been decided definitely whether the erection of batteries near Esquimalt will be proceeded with this year. Negotiations between the Imperial and Dominion Governments respecting the preparation of armaments were also of a confidential nature, but they were proceeding satisfactorily.

Mr. McInnes of British Columbia drew attention to other points on the Pacific Coast that should not be overlooked if fortifications were to be established. He mentioned the terminus of the Canadian Pacific Railway at Burrard Inlet, which, of all places in the Province, ought to be protected. Nanaimo, the great coaling station, should not be overlooked either.

A. S. A. S.

The Toronto Delegation Expect a Grant of $10,000 but Would Like $15,000.

OTTAWA, Feb. 28.—Toronto was well represented in the Speaker's gallery this afternoon but not half so well as in Sir John Macdonald's private room later in the day. There the Premier met the gentlemen who had come from the Queen City to ask that the Government give a grant towards defraying the expenses of entertaining the members of the American Society for the Advancement of Science, who will meet in Toronto on Aug. 21 next in annual session. It is expected that it will take between $30,000 and $40,000 to make the reception a fitting success. The deputation is composed of Prof. James Loudon, Prof. Samuel Carpmael, James Bain, Ald. E. K. Dodds, Ald. J. Ritchie, jr., Ald. G. F. Frankland, Ald. C. Denison, Ald. John Shaw and Mr. T. McGaw.

Ald. Dodds and Prof. Loudon and Carpmael ably laid the matter before the Premier. Later in the day the visitors sent a letter, in accordance with a request from Sir John, stating that if the Government gave $15,000 that would be considered a fitting sum. Mr. Laurier, it is understood, has intimated that his side of the House would not oppose a grant. Prof. Loudon stated that Mr. Mowat's Government has as good as made a promise of a suitable grant. The Government, it is expected, will give about $10,000. Whether the British scientists came to Canada four years ago on the Government contributed $25,000 towards that jaunt. Ald. Dodds and his fellow-visitors are well pleased with the result of the interview. They will go home to-morrow evening.

Just before leaving the room Sir John congratulated Mr. Thomas McGee on the superabundance of his locks and healthy getup generally. The Premier also enquired kindly after the Red Parlor.

The deputation also