

THE 1887 CPR  
LACHINE  
CANAL WRECK.

MONDAY, NOVEMBER 2, 1887.

## BELL OR DRUM.

### SEYTHIAN PASTOR'S PROTEST.

Archibald Lee, B.A., pastor of St. rebyterian Church, Sherbrooke, has gorous letter to the Press regarding on Army excitement there, partic- uch have appeared in the *Witness*. the course of his letter says:—"As e of the drums here, it is a question The beating of the drums is a call to 1, and it is a matter of opinion and er a church bell or a drum is the best all people to worship God. But as right to beat the drum is concerned, and usage, the Salvation Army has ght to beat

### THE BIG BASS DRUM

uch to ring the danger to citizens by horses seems to be the gravest ost the Army parade. But, before gment on this charge, it would be he runaways in Sherbrooke caused y were reported to the Council, the ives lost, the number maimed, and ulars sustaining this charge. I am ler of the papers, and yet I have not one injured in this way." closing I would respectfully remind uthorities of a certain lawyer, whose days of old proved him to be a e to judge. When the law n persecuting the Apostles Peter and wise man said:—"Refrain from and let them alone, for if this coun- work be of men, it will come to ; if it be of God, ye cannot overthrow ly ye be found to fight even against

## LL TELEPHONE COMPANY.

TERS ITS STOCK IN ORDER TO CON- THE LARGE PROFITS WHICH IT EX- FROM ITS CUSTOMERS.

ig about the character of the Bell Company, which Montreal people ate and strengthen a monopoly here, hered from the following, taken from *ork Times*:  
emby Committee learned, yesterday, Hudson River Telephone Company's k was \$2,000,000, of which \$1,859,850 issued. This represented, as the officers say, an actual investment of \$99. An officer of the Company tes- \$700,000 of the stock was handed e parent monopoly in Boston in re- be privilege of doing business. But ot cover the Bell Company's interest rganization. The officers of that testified before a Legislative Com- Boston that the Company held res of the Hudson River Com- ck of a par value of \$903,700. This uly half of the Hudson's issued stock  
ft. although it was provided that divid- ld be paid upon it after July 1, 1886. mbly Committee may like to know on Dec. 31, 1884, the parent monopoly d from local companies and was

## A SUNDAY TRAIN

PASSES A DANGER SIGNAL AND IS WRECKED IN THE CANAL

TERIBLE "ACIDENT" AT LACHINE ON THE CANADIAN PACIFIC.

Shortly after four o'clock yesterday morning, a terrible accident occurred at the new C.P.R. bridge over the canal at Lachine, by which a whole freight train was precipitated into the water—the engineer of the train being killed, and four other men receiving severe injuries.

A *Witness* reporter who was soon at the scene, gathered the following details of the accident.

The two bridges over the canal at Lachine, which were opened the bridge about a quarter to four to allow a lumber barge to pass through, and were in the act of swinging back when Duquette saw the advancing train nearing the switch about a quarter of a mile from the bridge. He noticed that steam was kept up, and that the train passed the danger signal about 400 feet from the bridge, and said to his mate "What does he mean? He has not whistled nor shut off the steam." He was then completely paralysed to see the train rushing on, and in another second the engine and cars jumped off the embankment into the canal. As soon as Duquette recovered from the shock he seized a rope and ran down the side to the canal. He heard one of the brakemen shout, and found him clinging to the broken wood-work of the bank. He caught hold of his hand and pulled him up, and then saw the conductor and another brakeman, who were in the van, standing outside the caboose, through which they had succeeded in crawling. They owed their almost miraculous escape to the fact of the van settling in an upright position on the top of the freight cars. Duquette threw them the rope, which they fastened to the caboose, and they got to the bank in safety, though they were both severely scalded when the boiler exploded. In the meantime Mr. Finnie, a farmer who lives near, had rushed to the spot on hearing the crash, and went in a flat bottomed boat to the centre landing, from which he could hear some one groaning. The bottom of the boat came out, but Mr. Finnie succeeded in rescuing the fireman, who was in the water hanging on to the landing, and suffering great pain. The poor fellow, whose name is McCorkle, was taken to Mr. Finnie's house and Dr. McLois was sent for. He was found to be severely bruised, and a large splinter of wood had to be removed, having been driven right through the muscle of his left arm. He and the others were sent back to Farnham in a special car sent from Montreal as soon as the news arrived here.

After Duquette had assisted the injured men they all searched round but

### SAW NOTHING OF THE ENGINEER.

Duquette then ran to the locks and returned in

found, so they had to come to the conclusion that he was buried under the broken cars. Mr. Peter Dame, the toll keeper at Lachine, went to the spot in a boat with two others in the hope of saving life, and assisted in the search. Duquette, the bridgeman, who was greatly

MONDAY, NOVEMBER

## THE WEEK IN

QUESTIONS WHICH IN- SISTER PROVIN

(Special Correspondence of

TOR

THE SEPARATE SCHOOL C has broken out in a new place. of Kingston, not content with between himself and the Publ of his own city about school ta: schools in language so coarse a Catholics who are forced to se to them. There is no separat pance, and Bishop Cleary will culty in getting the Catholics incur the heavy burden of maint are many places where the Cath separate schools if they desired they will not have them unle strained to have them. That tween themselves and their Not so Bishop Cleary assisti Canadian girls. Such coarse directed against them at Na rankle in the minds of Protest a still wider breach between th The only way to prevent misch ing the utterances is for the show that they have no them. They are all Canad birth or by long residence, understand their fellow-coun spect them. Bishop Cleary i portation and though a man of he has not had sense enough to of studying Canadian social life ing on it. The manner of Can the manner of Irish girls, but latter are the people of On wish to exchange. It is sury much bitterness and so little w of culture and natural ability between him and Archbishop pronounced. The Archbishop, servidly great and growing. I fluence was never great, and than it now is.

### SCHOOL ASSESSME

The friction between the put school systems is most intens local taxation. In order to present practice it is necessary that when the privilege of schools was first conceded to ti public and separate school tax by school boards. There wa and could be none, as to which ever supported, for the showed him the a time the privilege of ha collected by the municipal issued from the municipa conceded, first to the publ and then to the separat. The collector had no means

officer of the Company testifies of the stock was handed monopoly in Boston in regard of doing business. But the Bell Company's interest in. The officers of that before a Legislative Committee that the Company held the Hudson River Company value of \$903,700. This of the Hudson's issued stock

provided that divided upon it after July 1, 1886. Committee may like to know 1, 1884, the parent monopoly local companies and was stock valued at \$22,016, of the Hudson River Company that the Bell Company one-half of this company's stock, and draws dividends on its leechlike greed by company \$14 a year for the stock, although it pays only for the factory.

## HALL SUFFOCATION.

OF DAMAGES RESULTS.  
The mother of the young girl, who died by smoke at the house 107 Hall square, has taken suit for \$5,000 damages, and the part of defendant for damages not being properly compensated. Flynn, who so narrowly escaped the same occasion, has also added to the above allegations. The deceased were compelled to sleep in that room, notwithstanding. In defence, it is claimed as due to the carelessness of

## CHRISTMAS TIME.

The young people met on Thursday and undertook to work amongst the poor. They got very many of these well-wishes—and good will—distributed. The plan adopted is for each person to book and get the names of the poor and get the names of the poor and get the names of the poor. The plan adopted is for each person to book and get the names of the poor and get the names of the poor. The plan adopted is for each person to book and get the names of the poor and get the names of the poor.

## EVANGELISM.

The union evangelistic society will be commenced this morning at the Presbyterian Church. A service has been manifested in these services.

## JESUITS.

The Jesuit Order of Canada has separated from that of England and formed a separate province for the immediate jurisdiction of the Holy See in Rome.

## RAILWAY FIGHT.

A fight has been taken against the Tait quashing the injunction the Waterloo & Magog Railway and Pacific Railway.

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Duquette, the bridgeman, who was greatly unnerved by the shock, said to the reporter:

"In another second the bridge would have been sufficiently near for the engine to have dashed on to it, and the probability is it would have been smashed, and my mate and myself would have been thrown into the water and most likely killed. The train was due at 4.5 and was about ten minutes late, but, according to the strict orders of the Company, the engineer should have stopped at the signal light until I gave him permission to cross the bridge."

"Have you ever observed any other engineer to disregard the order?"

"No, not in the slightest degree. The orders are most positive. There are six express and four freight trains crossing the bridge every day, besides the ballast train, which passes about every half-hour,—but the signals have always been attended to."

"What sort of a night was it?"

"It had been very dark, but was just beginning to clear up. The danger signal could easily be seen from the train immediately after leaving the St. Lawrence bridge."

"Can you form any opinion as to the cause of the accident?"

"No. Remington, the engineer, had been working the line for a month and was considered to be a reliable man. I was struck with horror when I saw the train rapidly approaching, and before I could collect myself the whole train was in the canal. The brakemen told me that they smashed the brakes in

### ATTEMPTING TO STOP THE TRAIN

when they found they had passed the danger signal. I can't tell why the engineer did not shut off steam and wait for permission to cross the bridge."

The ill-fated train consisted of an engine, No. 394, two freight cars and a caboose. The trainmen in charge were Engineer Remington, Fireman McCorkle, Conductor Hazledine, Brakemen Walker and another. The deceased engineer was a single man, about thirty years of age, residing at Farnham. He was considered to be a sober and steady man, and enjoyed the confidence of his employers. The Company employs four guardians at the bridge, two on night and two on day duty, changing service every week. The most positive orders are given that all trains are to wait at the danger signal until authorized by the bridgeman to cross. Owing to this stringent regulation the bridge had been opened to allow the passage of a barge, although the train was shortly expected. The bridgeman thought the slight delay of no consequence, especially as the canal season would soon close and it was not wished to impede the navigation.

### THE APPEARANCE OF THE WRECK

shows the terrific force of the crash. The two freight cars are entirely submerged, and only the top of the van, with the caboose and part of the boiler and smoke stack of the engine, can be seen above the water. The side of the embankment was considerably broken, and remnants of the broken cars are floating about in

The friction between the public and school systems is most intense in the local taxation. In order to understand present practice it is necessary to bear that when the privilege of having schools was first conceded to the Catholic public and separate school taxes were by school boards. There was then no and could be none, as to which class of people supported, for the collector showed him the authority a time the privilege of having the collected by the municipal collector issued from the municipal treasury conceded, first to the public school and then to the separate school. The collector had no means of knowing were separate school supporters except to the clerk for information, and the no means of classifying ratepayers except the word of Catholics. As a matter of and to save trouble, it became customary the list of separate school supporters from the assessment roll, the only guide in many cases the name of the ratepayer was to put a stop to this practice that means were made in the assessment requiring the assessor to ascertain, and his roll the preference of those whom he and leaving any errors made by him a correction when the rolls were revised municipal council or the county judge provision has not entirely removed the though it has certainly lessened the. No better system has yet been suggested those who find fault with it, and until forward there is not likely to be any change.

### A BETTER SYSTEM

is quite feasible, however, and in one Ontario it has been in successful use for the County of Easer. A large part of the population of that county—probably one-third French. Many of the teachers speak English and some of them none at all. The schools of the county are all public and the taxes for their support are under the public school law. This arrangement is due largely to the liberality of the Public School Inspector Girardot, who is himself a French Catholic. It is easy to understand the absence of friction in the matter of assessment, but it is, perhaps, easy to understand how the schools managed locally so as to avoid denominational friction of another kind. The school county may be arranged in three classes: those which are overwhelmingly Protestant, 2, those which are overwhelmingly Catholic, and 3, those in which the parties are most evenly balanced. In schools of the first class the teachers are always Protestant, and in those of the second class are always Catholic. In schools of the third class, matters have so far been harmoniously managed by the assistance of the very inspector and the support of the Catholic clergy. In the town of where there are two schools under one trustees, one school is left virtually managed by the Protestant members of the School Board and the other to the Catholic members. This is the mode of the same difficulty in Halifax, N.S., at John's, N.B., and it would be a great improvement in Toronto if the same system adopted here. There is little hope of amalgamation, so long as the public Board and its officers are looked upon with suspicion by the Roman Catholics, but a moderate policy might ultimately prevail.

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## IMERCIAL NOTES.

champ & Co., grocers, have assigned Mr. Jas. Corbell. Liabilities \$365. Assignment has been made by Mr. Moses Messrs. C. Robert & Co., furriers, St.

## CRIMINAL CASES.

### FOR STEALING.

last Arthur Laverdure, a laborer re-street, stole a tub of butter from Mr. ry store near by, and being arrested prison for six months. a lodger at Robert's restaurant, 2143 et, stole a gold chain from Chas. boarder, and sold it to a second-hand ty-five cents. He was sent down

### KEE SALOONIST'S VICTIM.

g, about half-past seven, a stranger shy, about thirty years of age, was e of intoxication in St. Maurice street abouiller Station. It was evident that ry hard drinker. His shattered consti e unable to resist the illness which i during the night,—and he died a n Saturday. Dr. Lamarche was called, hing for the unfortunate man. "Death oisoning" was the verdict returned by on Saturday afternoon.

### MISSISQUOI ELECTION CASE.

the case of the contested election of . P. P. for Missisquoi, took place on Justices Johnson, Loranger and Tait. of the Court, the Hon. Mr. Baker, on fent, moved that a number of docu- into the record after due date be set rt remarked that they could not ad- nt not properly filed, and would look

the bridgeman to cross. Owing to this stringent regulation the bridge had been opened to allow the passage of a barge, although the train was shortly expected. The bridgeman thought the slight delay of no consequence, especially as the canal season would soon close and it was not wished to impede the navigation.

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Mr. McKinnon, the South-Eastern Superintendent, was soon on the spot, but of course could not assign any reason for the engineer ignoring the signal. The scene of the disaster was visited by hundreds of people yesterday and to-day.

## PERSONAL.

The Hon. J. A. Chapleau and his private secretary, Mr. Taché, were in town yesterday.

The Bishop of Huron preached to large congregations in St. Jude's Church and St. George's Church yesterday morning and evening respectively. The service at St. George's was conducted by the Bishop of Montreal, the Very Rev. Dean Carmichael and the Rev. L. N. Tucker. There was a crowded congregation.

A number of journalistic and other friends of Mr. Harry Livingstone, of the *Herald* staff, entertained that gentleman to a dinner on Saturday evening. Mr. John Quinn presided, and Mr. P. M. Sauvalle, of *La Patrie* occupied the vice-chair.

The Treasurer Montreal General Hospital acknowledges with thanks the receipt of \$200, a bequest from the executors of the estate of the late R. A. Ramsay; \$100, a donation from Mr. J. M. Browning; and \$84.50 subscriptions of the employees of the Montreal Wall Paper Factory of Messrs. Colin McArthur & Co.

The Superintendent of the Protestant House of Industry and Refuge acknowledges with thanks the following donations, viz.:—Mrs. Linton, a parcel of cast-off clothing; A Friend, do. underclothing; Wm. Kenwood, a basket of corned beef; R. Nicholson & Sons, a basket of beef; Mr. McDuff Lamb, do.; Miss David, a bag of apples.

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## THE DOMINION CAPI

### A SAD FATE.

Mr. Fergus O'Connor, a well-ki of Nepean township, was found d day morning in a small creek ne Junction on the Canadian Paci He has been missing from his he days, and how he came to his known.

### AN EPIDEMIC.

The typho-malarial epidemic h unabated, but the percentage of small. There are sixty cases pr in the hospitals besides a hundred throughout the city. The work o drains has been nearly concluded.

## THE ST. MATTHEW'S PA

The Rev. W. R. Cruikshank, for i tor of St. Matthew's Presbyterian St. Charles, has been called to parish, Perth, Ont., and he will p —the removal to take place at t year.

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A BETTER SYSTEM

is quite feasible, however, and in one part of Ontario it has been in successful use for years—the County of Essex. A large part of the population of that county—probably one-third—is French. Many of the teachers speak very little English and some of them none at all. But the schools of the county are all public schools and the taxes for their support are raised under the public school law. This admirable arrangement is due largely to the liberality and tact of the Public School Inspector, Mr. Girardot, who is himself a French Catholic. It is easy to understand the absence of friction in the matter of assessment, but it is, perhaps, less easy to understand how the schools can be managed locally so as to avoid denominational friction of another kind. The schools of the county may be arranged in three classes: 1, those which are overwhelmingly Protestant; 2, those which are overwhelmingly Catholic; and 3, those in which the parties are almost evenly balanced. In schools of the first class the teachers are always Protestant, and in those of the second they are always Catholic. In schools of the third class, matters have so far been harmoniously managed by the assistance of the very sensible inspector and the support of the Roman Catholic clergy. In the town of Windsor, where there are two schools under one board of trustees, one school is left virtually to the management of the Protestant members of the School Board and the other to that of the Catholic members. This is the mode of settling the same difficulty in Halifax, N.S., and in St. John's, N.B., and it would be a great improvement in Toronto if the same system could be adopted here. There is little hope of any such amalgamation, so long as the public School Board and its officers are looked upon with suspicion by the Roman Catholics, but if the matter became one of public discussion a moderate policy might ultimately prevail.

THE MAYORALTY CONTEST

is becoming more closely defined each day. Ald. Rogers has informally consented to stand, and he will receive a large support amongst the mercantile class to which he belongs. He will also get the church support and the temperance support, perhaps not so enthusiastically as Mr. Howland got it, but little less so. His prospect of election, therefore, is good, though Mr. Clarke will prove a strong opponent. Either will prove a fairly good mayor, and each is personally unobjectionable, if not popular.

THE DOMINION CAPITAL

A SAD FATE.

Mr. Fergus O'Connor, a well-known resident of Nepean township, was found dead on Saturday morning in a small creek near Chaudiere

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# THE MONTREAL DAILY WITNESS.

## TELEGRAPH

### THE PANAMA

#### A VERY GLOOMY

NEW YORK, Nov. 19. Received in this city from Panama, Nov. 18, the following news:—"No work of any kind has been done on the canal. Two tractors are said to be en route. Another prominent contractor has been dismissed from the company. Several judgments have been filed against the company and several seizures have been made. The importation of goods is still continued. They are men of manhood, coal blasters, and they could resist this death sentence. The events have proved otherwise. They were the first to be brought to the canal. The statement in his work on the Panama Canal has already cost over \$40,000. Careful observers here to be

#### MURDEROUS

NEW ORLEANS, Nov. 19. Troubles at Thibodeaux are several days past; white and negro peacefully under one shed. Several negro strikers. Several one has died. The outlook

#### A DYNAMITE

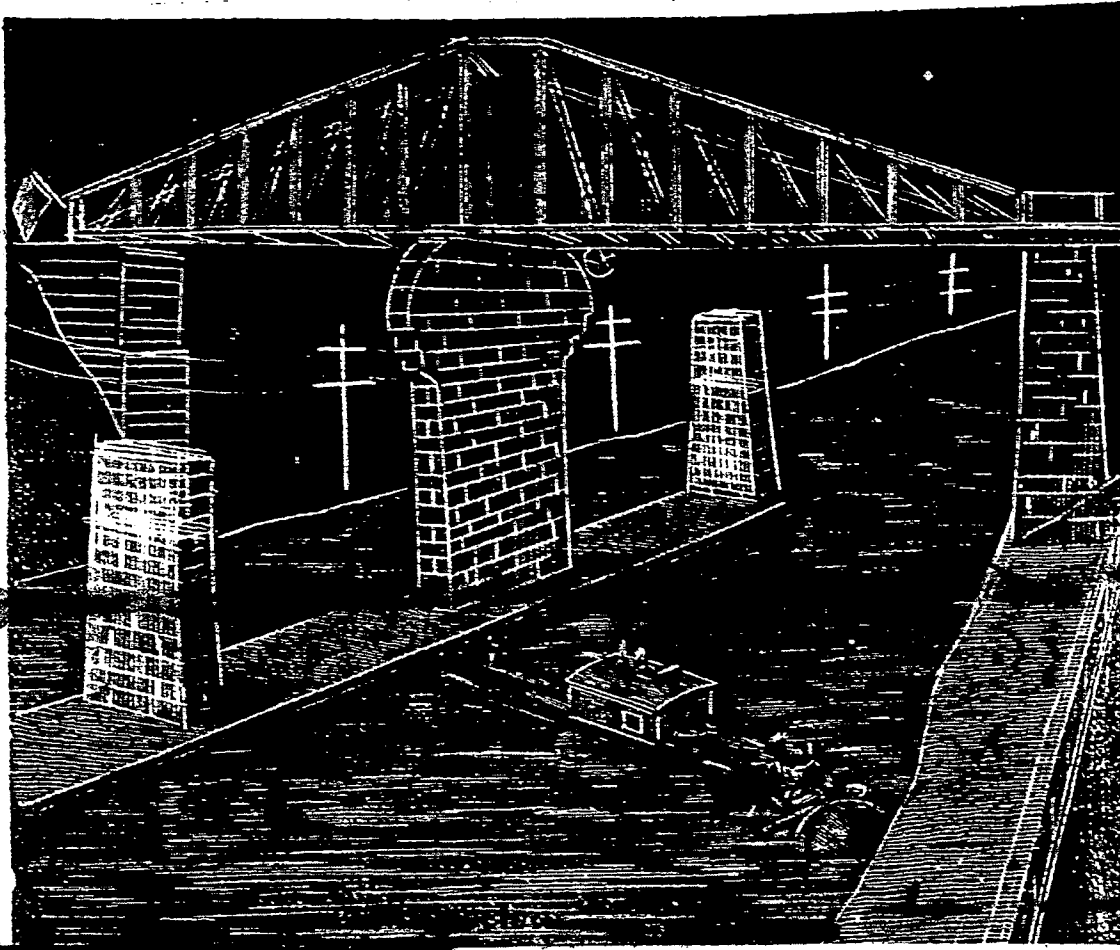
FREEPORT, Ill., Nov. 19. A janitor of the town was clearing the walk in front of the town hall. He found a dynamite bomb so placed that it would open the door as usual. It was thrown down a number of feet and exploded.

#### MGR. CLEARY'S

WHAT FATHER M'DONOUGH SAID

#### (Special to the

KINGSTON, Nov. 19.—The parish priest at New Donough, parish priest at New Donough, repudiating the report of the town that have been made by the Bishop's town ten days ago. He charges that the report is a "Bishop's instruction" on the "best deportment" into an of the women and girls of the limitation or distinction." The entire instruction was directed of youth and the laws of modesty and gentleness reformation of character. part. Rev. F. McDonough continued did undoubtedly contrast of young females trained according to the traditional propriety with that of our disregard of those excellent of public education" shows in and painfully in certain irregularities of behavior instances said that "boldness of look



THE SCENE OF THE ACCIDENT:

showing the bridge when closed, and the van and caboose out of which two survivors escaped.

### THE CANAL ACCIDENT.

LATEST PARTICULARS—THE ENGINEER'S BODY NOT FOUND.

Mr. McKinnon, the Superintendent of the South-eastern Railway, was out at the scene of the wreck this morning. Mr. Conway, the manager of the Lachine Canal, provided the necessary apparatus for lifting the cars and removing the debris from the channel. Up to the time of going to press the body of the engineer had not been recovered.

Mr. McKinnon stated to a *Witness* reporter that the freight train was the ordinary daily, and that there was no necessity for the engineer to work overtime. When the remnant of the engine was examined, it was found that the lever had not been reversed.

Mr. Shandessy, the Assistant General Manager of the Canadian Pacific Railway, said that the utmost precautions were taken to prevent the possibility of accident, and the present one was most probably owing to the engineer being attacked by some nervous stroke, which prevented him from stopping the train. The Company only employed men who were proved to be sober and reliable, and he thought the accident was a result of some unforeseen calamity.

### WATER IN THE SUBURBS.

ANOTHER ITEM TO BE FELT AT ANNEXATION TIME.

Mr. Berger is about to proceed to New York to purchase an additional pumping engine for the water supply of St. Cuneonde and St. Henri. The demand for water in these municipalities exceeds the present capacity for supply, and new mains are continually being laid. The new engine is likely to cost in the neighborhood of \$20,000. The present building will, it is thought, be large enough to accommodate the additional engine, by making a few alterations. Boilers have already been provided.

### THE OPPOSITION FERRY

BETWEEN MONTREAL AND LONGUEUIL.

A number of Longueuil and Boucherville residents have commenced work in earnest toward the establishment of an opposition ferry service between those two places and Montreal on the opening of navigation next spring. A scheme has been set on foot to purchase the steamer "Gatineau," now at Three Rivers, and another boat. The idea is to put new boilers into the "Gatineau" during the winter, as well as to make other improvements to the boat.



# t Edition

## BLE TO THE DEATH.

TEMPERANCE ADDRESSES BY  
A. NICHOLLS YESTERDAY.

evening, owing to a change in  
ts, Mr. John A. Nicholls, of the  
bition Bureau, New York, ad-  
en's temperance meeting in St.  
ch lecture hall. He inspired his  
ith heroic thoughts, by graphi-  
the boyish courage of a lad who  
te, at the imminent risk of life,  
approaching express train before  
et which had flooded the rails.  
For girl could not do deeds of  
such as that, he pointed out  
s in the cause of temperance  
noble.

attended the West End Temper-

ne audience by depicting true  
sterday he filled four appoint-  
morning, occupying the pulpit  
's Presbyterian church. Mr.  
sed from the text, "Take ye  
John xi, 31. After alluding  
Scripture as that wonderful  
ows the divinity and humanity  
ted a word picture of the his-  
d scene. The discourse was a  
n the truest sense. Among the  
ned was especially this: Christ  
move the stone from the tomb  
ge of human power to take it  
ded them to do so. God will  
nity that which mankind can  
n. The fetters of the liquor  
human make, must be snapped  
mentality. God will not do for  
lo for ourselves.

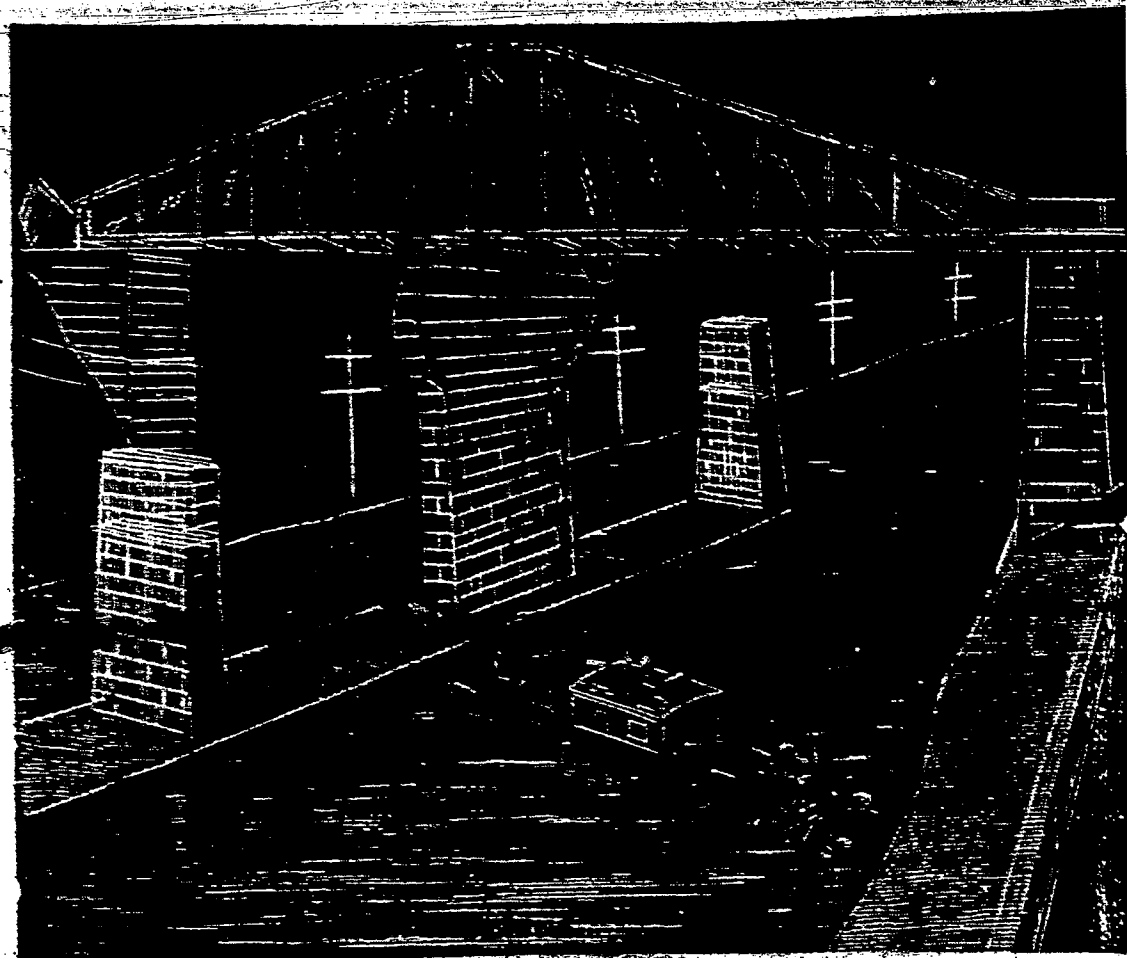
k an audience of at least five  
and children listened to a  
the same speaker, in St.  
lay school room. At 4.30 he  
est End Temperance Society in  
batham street. Mr. Moniton  
Nicholls described the temper-  
a battle to the death. At the  
active address a number signed

t Church, Point St. Charles,  
st night. Mr. Nicholls spoke  
Christian temperance work.  
his address he quoted Canon  
charge against the Mother  
land's civilization has placed  
Jefferie's awful statement that  
e of India converted to Chris-  
ndred have been made into  
e discourse was a deeply im-

ill speak to-night in the lecture  
Methodist Church, Point St.  
of Oddfellows' Hall, as adver-  
e this evening to take a brief  
n work at his home in Lowell.

## ABATTOIR FIRE

are the insurance companies  
e Eastern Abattoir: British  
the City of London, etc.



THE SCENE OF THE ACCIDENT:

showing the bridge when closed, and the van and caboose out of which two survivors escaped.

## THE CANAL ACCIDENT.

LATEST PARTICULARS—THE ENGINEER'S BODY NOT  
FOUND.

Mr. McKinnon, the Superintendent of the  
South-eastern Railway, was out at the scene of  
the wreck this morning. Mr. Conway, the man-  
ager of the Lachine Canal, provided the neces-  
sary apparatus for lifting the cars and removing  
the debris from the channel. Up to the time of  
going to press the body of the engineer had not  
been recovered.

Mr. McKinnon stated to a *Witness* reporter  
that the freight train was the ordinary daily,  
and that there was no necessity for the engineer  
to work overtime. When the remnant of the  
engine was examined, it was found that the  
lever had not been reversed.

Mr. Shaughnessy, the Assistant General Man-  
ager of the Canadian Pacific Railway, said that  
the utmost precautions were taken to prevent the  
possibility of accident, and the present one was  
most probably owing to the engineer being at-  
tacked by some nervous stroke, which prevented  
him from stopping the train. The Company  
only employed men who were proved to be sober  
and reliable, and he thought the accident was a  
result of some unforeseen calamity.

## LIBEL SUITS.

AND ITS CONSEQUENCES.

Mr. John Killoran, 220 Ottawa street, has  
entered suit against the *Canadian Workman*  
for libel, claiming \$1,000 damages. The

## WATER IN THE SUBURBS.

ANOTHER ITEM TO BE FELT AT ANNEXATION TIM

Mr. Berger is about to proceed to New York  
to purchase an additional pumping engine for  
the water supply of St. Cunezonde and St.  
Henri. The demand for water in these munic-  
palities exceeds the present capacity for supply,  
and new mains are continually being laid.  
The new engine is likely to cost in the neigh-  
borhood of \$20,000. The present building will  
it is thought, be large enough to accommodat  
the additional engine, by making a few alter-  
ations. Boilers have already been provided.

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another boat. The idea is to put new boiler  
into the "Gatineau" during the winter, as well  
as to make other improvements to the boat.

A very sad and fatal accident took place at  
Longue Pointe on Saturday evening. The  
little daughter, and only child, of Mr. A.  
Dorais, hotel-keeper, was choked by getting

# Last Edition

## THE OPEN BRIDGE ACCIDENT.

**A BRAVE MAN'S MODEST ACCOUNT OF THE FIRE-MAN'S RESCUE—HOW THE ENGINEER WAS ALMOST SAVED.**

A Witness reporter this morning interviewed Mr. Roderick Finnie, farmer, of Lachine, and asked him for an exact account of the part he had taken after the accident, as well as for any information which he had gathered in reference to the affair.

"Well," said Mr. Finnie, "I'll just tell you the story straight as it happened. My clock made me up at four o'clock, as usual, and I was sitting over for a few minutes when I heard a sharp whistle from a train approaching the bridge—a whistle that sounded as if the engineer had just discovered the bridge to be open. Immediately after I heard 'smash-smash-smash,' as the cars went down one by one; they seemed to be going quite slow at that time. I rushed out in my pants and undershirt to the bridge. It was quite dark, and hard to see anything, but I heard some one calling out, 'Help, boys!' from the abutment in the middle of the canal, and so I jumped into the water and swam over to him. I found

him hanging on to a big nail, sticking out over the water. When I got hold of him he exerted himself and got on to the abutment, and the first words he said were 'Where's Ned?' Ned must have been the engineer; and the answer came from the water,—"My God, help me!"

"I jumped in again and swam to where I heard the voice from, and I was within three or four yards of the man,—I could see him by that time, holding on to something like a bale of hay or a packing case,—when some big thing like the top of the car rose under me, tilting me out of the water and at the same time seeming to pull me under. That was the last I saw or heard of him. I couldn't see his features plainly, but I supposed it was an engineer or fireman because his face was black.

"Well, the current got hold of me then, and carried me three or four hundred yards down on the wreckage before I got ashore. Then I ran back to the bridge and looked about for something to get back to the abutment with, when the fireman was. But

### THERE WAS NO BOAT,

nothing but a little float or raft of a few boards. The bridge man says he repeatedly asked to have a boat there (to use when lighting the lamps on the abutment), but that was all he had got. By this time my man had arrived from the farm, and I asked him to go on the bridge and get the paddle. But no paddle was to be found, so I got a piece of wood instead and shoved off on the raft, but the thing only

The fireman was calling out, 'For God's sake bring a boat!' By that time he had felt his sores, poor fellow. I sent my man off to raise

## UNFAIR DISTRIBUTION,

**AND THE VARIOUS SCHEMES TO REMEDY IT.**

As soon as the boodle question was safely shelved at the City Hall, and the evidence in connection therewith pigeon-holed, it began to be a question with outsiders as to what would be the next item to provoke aldermanic discussion. With no less than forty-six motions and reports on the order sheet, room was left for conjecture until a day or two ago, when the conversation of City Hall circles began to turn again in the direction of the "twenty-fourth order." This is a motion by Ald. Jeannotte, seconded by Ald. P. Kennedy, "For the formation of a new ward of the St. Antoine and St. Louis wards. Simple as the motion appears, when it is understood that St. Antoine Ward alone contains about 45,000 of the whole population,—and just as the demand to divide it in some way or other is,—there is likely to be a heated discussion over the proposed division. Not that any member of Council disputes the immediate necessity of dividing the western wards, the only question is the manner of their division. Some want St. Antoine Ward divided into three, but here again opinions differ, one party saying that the division should be longitudinal, and others saying that the French-speaking population prevails south of St. Antoine street, a ward should be created as desired by Ald. Jeannotte, but that at the same time the rest of the old St. Antoine Ward

### ABOVE ST. ANTOINE STREET

should be divided into two, the new dividing line being at Mountain street or thereabouts. Others, of course, are ready to vote straight for Ald. Jeannotte's proposal.

The general question of redistribution will come up at the same time, the present allotment of three members to each ward being unfair, if only on the number of voters in each. To-day the calculations for March 1st next are finished. These make the probable number of votes as follows:—St. Antoine Ward, 7,000; St. Mary's, 5,300; St. James, 5,200; St. Ann's, 5,100; St. Louis, 4,000; St. Lawrence, 3,000; St. Jean Baptiste, 2,000; St. Gabriel, 1,500; West, 1,500; Hochelaga, 1,000; Centre, 1,000; East, 900. Total, 38,500.

Last year the votes numbered only about 33,000.

From the above it will be seen that St. Antoine, with over seven times the votes of some of the wards, has not equal representation with them.

That on whatever grounds a redistribution is made, it cannot be made on that of area, will be seen from the following comparison, giving the

### NUMBER OF ACRES IN EACH WARD:

Hochelaga, 1,230; St. Antoine, 1,062; St. Ann's, 732; St. Mary's, 621; St. James, 381; St. Gabriel, 330; St. Jean Baptiste, 308; St. Lawrence, 301;

These, with 150 acres in Mount Royal Park, show that the total area of the city is 5,810 acres.

Redistribution on the area plan would accord



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The fireman was calling out, 'For God's sake bring a boat.' By that time he had felt his sores, poor fellow. I sent my man off to raise the neighbors and fetch a doctor, and started off myself to get a boat. Running up to the wireworks, I asked two men on a barge, and told them what had happened,—but they said the only boat was down at a barge loading stones on the opposite side. I ran back to the bridge. (It was closed all right, then; they had had some trouble in closing it, owing to snow falling from the top into the cog wheels.) I asked one of the men to go down for that boat, and he did and brought it up and

#### TOOK THE FIREMAN OFF.

He had got a piece of wood as big as a broomstick through his arm and through his shirt, though it had missed his ribs; it was a piece of beading. His head was injured in three or four places, and he complained of his chest hurting him. But, oh, he was a plucky one! He could hardly move, and with his arm round my neck I managed to get him to our house. Seeing he was exhausted I got some whiskey for him—but at first he refused to take a drop, saying he didn't take liquor. He didn't show any impatience. Dr. Valois came about 5.15 and dressed his wounds, and he lay on the couch till the company brought a special train about half-past ten, and carried him and all the others off to Farnham."

"Did you have any conversation with the fireman about the accident?"

"Yes, but he didn't know anything at all. He said he was simply firing when he heard the whistle sound and the train went down. How he got off he knows not."

"Did you find out anything from the bridgemen about what happened just before the accident?"

"Well, I suppose I'll be called on to give evidence at the inquest. But the bridgemen themselves told me that after the last barge had passed through, before closing the bridge they went in to warm themselves."

Up to the time of going to press this afternoon the engineer's body has not been recovered, though some of his effects that were on the engine have been found. All the debris, except the engine, has now been removed from the canal.

#### ST. ANTOINE WARD.

It is stated to day that Ald. Holland will not stand again for St. Antoine Ward. Mr. W. Clendinning will be a candidate.

ed. These make the probable number votes as follows:—St. Antoine Ward, 7,000; St. Mary's, 5,300; St. James, 200; St. Ann's, 5,100; St. Louis, 4,00; St. Lawrence, 3,000; St. Jean Baptiste, 2,00; St. Gabriel, 1,500; West, 1,500; Hochelaga, 1,000; Centre, 1,000; East, 900. Total, 38,500. Last year the votes numbered only about 33,000.

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These, with 500 acres in Mount Royal Park, show that the total area of the city is 5,815 acres.

Redistribution on the area plan would accordingly give Hochelaga Ward—which is mainly composed of unimproved land—more representation than the richly improved St. Antoine and West wards together.

The idea of bringing the question up at present is said to be in order to get it settled in time for the voting next March, thus allowing the three new aldermen for "St. Joseph's Ward" to take their seats with the rest of the new councillors.

#### RODERICK DHU GAMBRELL.

A TRIBUTE TO THE YOUNG PROHIBITION MAN  
TYE'S MEMORY.

We have received from Mr. H. Haycroft Grand Secretary I. O. G. T. (for Quebec) a copy of the proceedings of the 33rd annual session of the Right Worthy Grand Lodge, including the 30th version of the R. W. G. Lodge of the world. In addition to the reports several memorial pages are contained in the volume, notably that in memory of Roderick Dhu Gambrell, assassinated at Jackson, Miss., on Thursday, May 5th. The memorial page says "Roderick Dhu Gambrell was born near Chuckatuck, Va., Dec. 21st, 1865, being the eldest son of the Rev. J. B. Gambrell. His parents removed to Mississippi while he was in his infancy. His devoted mother gave him a preparatory education, and he finished his studies at Mississippi College, at Clinton.

"At the age of 12 he united with the Baptist Church. He learned the printing trade in his father's office at Clinton. At the age of 17 he was made business manager of his father's paper, *The Baptist Record*. His father and his uncle started a temperance paper called *The Arrow*, whose name was afterwards changed to the *Sword and Shield*, and Roderick was made its editor. In January, 1885, this paper was removed to Jackson. It was burned out during the next month, and was afterwards resumed with new material, and has since been the prohibition and reform organ of Mississippi.

"Young Gambrell was a devoted church worker, and fell a victim of the hate engendered in the breasts of men who derive their inspirations from the saloons. He was surrounded in the dark hours of the night in the public street and shot to death, because of his attacks on the liquor business in the columns of his paper. He fell a martyr to the cause of truth and temperance."