

THE GLOBE
TRAIN

THE TORONTO
GLOBE

A GREAT STEP FORWARD.

The Globe Placed on Western Ontario Breakfast Tables.

A SPECIAL FAST TRAIN ENGAGED TO CARRY THE GLOBE ONLY.

Subscription Price Reduced to Five Dollars Per Annum.

This morning THE GLOBE embarks upon a great enterprise. It has engaged a Special Train which will carry nothing but THE GLOBE, and which will run on fast time to London via the Southern Division of the Grand Trunk Railway, reaching the Western Metropolis by 6:45 a.m., in time to make connection with all the morning trains leaving that important centre.

The practical effect of this undertaking will be that THE GLOBE can be placed upon the breakfast tables of one half of the people in the densely populated Western Peninsula.

THE GLOBE makes no addition to its subscription price to meet this increase in expense. It looks confidently to the public to grant enterprise its meet reward; and therefore, instead of increasing price, it accompanies the notice of the special early train service with another still more important announcement.

From and after this day THE ANNUAL SUBSCRIPTION PRICE OF THE MORNING GLOBE

IS
REDUCED TO \$5 PER ANN:
10 CENTS PER WEEK; AND SINGLE COPIES TWO CENTS.

This is another change that has been long in contemplation, and is now entered upon with confident hope that it will be appreciated by the public.

Coincident with these important changes increased energy will be thrown into every de-

MARCH 3
1887
The Globe

THE GLOBE SPECIAL.

A GREAT RUN BETWEEN TORONTO AND THE FOREST CITY.

The Train Goes There a Minute Ahead of Time—
Average Speed From 40 to 60 Miles an
Hour—Full Account of the Trip—
Conductor McKay and En-
gineer Domville Pilot
the Special.

Not long after the hour of half past three had been chimed from the tower of St. James' Cathedral yesterday morning, a GLOBE sleigh laden with papers moist from the press dashed along King st. and headed for the Union station. At the western end of the depot stood engine No. 900 with steam up and well supplied with coal and water. Attached to the locomotive were two cars, baggage and express car No. 534 and the parlor coach "Toronto." The engine was manned by

ENGINEER C. J. DOMVILLE,
son of Mechanical Superintendent Domville, of the southern division of the Grand Trunk, and Firemen James Rhynd, both of Hamilton. The engine was built in July, 1881, for the Great Western railway before that line was amalgamated with the Grand Trunk. It is of lighter construction than the ponderous locomotives intended for use on the steep grades of the Eastern division, and looked fully equal to the task of conveying THE GLOBE special to the Forest City at from forty to sixty miles an hour.

CONDUCTOR W. M. MCKAY
was in charge of the train, with W. Cameron as brakeman and Geo. Gardner baggageman. Ten minutes before the hour for leaving THE GLOBE sleigh drove up, and almost as quickly as it takes to tell it the huge bundles of papers went flying into the baggage car. Now the tap of a hammer is heard, and soon on either side of the baggage van appears a

LARGE WHITE FLAG
bearing the words, "GLOBE special train. Toronto, 3:50 a.m.; London, 6:45 a.m." Everything being in readiness, Engineer Domville placed his hand on the lever precisely at 3:53 and the special steamed out into the night. On through the hundreds of cars that blocked the yard rapidly but carefully the train ran until the Queen's wharf was reached. Here an order was received at 3:56 from

MR. CHARLES STIFF,
instructing Conductor McKay to pass freight No. 38 at Mimico, avoiding other regulars to the Junction cut. The Queen's wharf left behind, the speed of the train became very great. It was almost pitch dark, but the momentum could be judged by the oscillation of the cars and the rapidity with which objects scarcely distinguishable went by in the night.

MIMICO
was reached and as the special dashed passed the side-tracked freight a few papers were thrown to the crew of the other train.

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Engine 900

was reached and as the special dashed passed the side tracked freight a few papers were thrown to the crew of the other train. The whisking of lanterns showed that the men were picking them up, but like a flash the lights disappeared as the special sped away westward. Little could be seen of the landscape save the heaving water when the lake shore was being traversed, and the dull wintry sky that hung overhead. At 4:25

OAKVILLE

was passed, and six minutes later Bronte. The crossing of the Northern & North-western railway at Burlington was reached at 4:38, when the train stopped for a few seconds. At 4:42½ Waterdown was left behind, and at 4:44 the Junction cut was reached, one minute ahead of time. Here an engine in charge of night Station-master Baker met the train, and took the Hamilton supply of GLOBES on board. This gives the people of the Ambitious City an opportunity of reading the leading paper of Canada an hour and thirty-five minutes earlier than they have been accustomed to receive it by the old GLOBE train. After taking water the train forced its way up the Copetown grade and commenced its swift journey over the long and beautiful stretch of road which lies between that point and London.

DUNDAS

was passed at five a.m., eight minutes late owing to the delay in taking water and the necessity of slower speed around several curves, but after leaving Copetown at 5:08 the special rushed forward with terrific speed. No stops were made, but at each station a bagful of GLOBES was thrown from the baggage car, and in the twinkling of an eye, waving lanterns and human forms on the platforms were lost in shadows. The smoke poured from the locomotive in an inky stream and settled down like a pall which seemed miles in extent in the wake of the flying train. The velocity was so great that this smoke as it stretched along the track fairly boiled and surged and assumed the most fantastic forms seen dimly by the feeble light of the stars.

LYNDEN

was passed at 5:13 and Harrisburg at 5:17, two minutes late. The distance between these points is 3¼ miles, and it was covered in 4 minutes. At Harrisburg the Brantford papers were thrown out, but no delay was made. St. George was reached at 5:20, a point five-eighths of a mile more than half the entire run. At 5:31 Paris was passed, the train slackening to cross the Buffalo & Goderich branch. Here

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1887

The Globe

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LYNDEN

as passed at 5:13 and Harrisburg at 5:17, two minutes late. The distance between these points is $3\frac{1}{2}$ miles, and it was covered in 4 minutes. At Harrisburg the Brantford papers were thrown out, but no delay was made. St. George was reached at 5:20, a point five-eighths of a mile more than half the entire run. At 5:31 Paris was passed, the train slackening to cross the Buffalo & Goderich ranch. Here

THE FIRST SIGNS OF DAWN

were observed. Princeton was made at 5:40, on time, and Eastwood at 5:51, one minute late. This slight loss of time was, however, of no consequence, as it was quite evident that, barring accidents, the special would reach London on time. At 5:57 Woodstock was reached, where the engine again took water. Here

THE EAST EXPRESS

due at Hamilton at 6:55, was met and some trunks were put on board. Beachville was the next station, and it was reached at 6:08. The distance between this point and Ingersoll is $4\frac{1}{2}$ miles and it was traversed in 4 minutes. At 6:12 $\frac{1}{2}$ Ingersoll was passed and the usual bag of GLOBES flung overboard, the few persons on the platform at that hour gazing in astonishment at the newspaper special.

DORCHESTER

was reached at 6:25, and at Waubesa siding the six o'clock train from London was passed. Then it was evident that the great run would certainly be accomplished on time, and Conductor McKay smiled with satisfaction as he took out his watch at London East and found that it was but 6:36. Over the short remaining distance the special sped rapidly, and at 6:39, or one minute ahead of time, it drew up at London station. Quickly the papers were unloaded, and soon were in the hands of

THE NEWSDEALERS

and of any citizens who happened to be abroad so early. Shortly after the arrival of the train Mr. John Cooper, photographer, appeared on the platform and took views of the special and its crew. The run could not have been more successful, and the hearty thanks of THE GLOBE are due to Mr. Chas. Swift, Superintendent of the Southern Division of the G. T. R., who did everything in his power to ensure the trip being made on time, as well as to Mr. Larmour, Assistant Superintendent, and the other officials of the road, also to the crew of the train who so skillfully performed their work.

MARCH 3

1887

The Globe

THE GLOBE SPECIAL.

A GREAT RUN BETWEEN TORONTO AND THE FOREST CITY.

The Train Gets There a Minute Ahead of Time—

Average Speed from 40 to 80 Miles an

Hour—Full Account of the Trip—

Conductor McKay and En-

gineer Lemville Pilot

the Special

Not long after the hour of half past three had been chimed from the tower of St. James' Cathedral yesterday morning, a Globe sleigh laden with passengers from the press dashed along King st. and headed for the Union station. At the western end of the depot stood engine No. 800 with steam up and well supplied with coal and water. Attached to the locomotive were two cars, baggage and express car No. 534 and the parlor coach "Toronto." The engine was manned by

ENGINEER C. J. DOWVILLE,

son of Mechanical Superintendent Dowville, of the southern division of the Grand Trunk, and Firemen James Blynd, both of Hamilton. The engine was built in July, 1881, for the Great Western railway before that line was amalgamated with the Grand Trunk. It is of lighter construction than the ponderous locomotives intended for use on the steep grades of the Eastern division, and looked fully equal to the task of conveying The Globe special to the Forest City at from forty to sixty miles an hour.

CONDUCTOR W. W. MCKAY

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Every day	11	22 60 10	52 00 9
Twice a week	12	16 60 11	28 60 10
Once a week	13	10 60 12	22 60 11
20 LINES			
Every day	84	132 60 74	224 00 64
Every other day	94	74 10 84	132 00 74
Twice a week	104	64 00 94	98 00 84
Once a week	114	29 90 104	54 60 94
30 LINES			
Every day	84	108 00 74	159 50 64
Every other day	94	108 00 84	195 00 74
Twice a week	104	79 85 94	144 00 84
Once a week	114	44 00 104	79 50 94
40 LINES			
Every day	8	249 60 7	436 90 6
Every other day	9	140 40 8	249 60 7
Twice a week	10	104 00 9	187 20 8
Once a week	11	67 20 10	104 00 9
50 LINES			
Every day	74	232 50 64	607 00 54
Every other day	84	165 76 74	282 50 64
Twice a week	94	123 50 84	221 00 74
Once a week	104	68 25 94	125 50 84
60 LINES			
Every day	74	232 50 64	607 00 54
Every other day	84	165 76 74	282 50 64
Twice a week	94	123 50 84	221 00 74
Once a week	104	68 25 94	125 50 84
70 LINES			
Every day	74	232 50 64	607 00 54
Every other day	84	165 76 74	282 50 64
Twice a week	94	123 50 84	221 00 74
Once a week	104	68 25 94	125 50 84
80 LINES			
Every day	74	232 50 64	607 00 54
Every other day	84	165 76 74	282 50 64
Twice a week	94	123 50 84	221 00 74
Once a week	104	68 25 94	125 50 84
90 LINES			
Every day	74	232 50 64	607 00 54
Every other day	84	165 76 74	282 50 64
Twice a week	94	123 50 84	221 00 74
Once a week	104	68 25 94	125 50 84
100 LINES			
Every day	74	232 50 64	607 00 54
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Once a week	104	68 25 94	125 50 84

Notices of Births, Marriages, and Deaths
 CHARGE EACH INSERTION.
 CONDENSED ADVERTISEMENTS, VIZ:—SIX
 Vacant, Situations Wanted, Board, Rooms
 Servants (Domestic) Wanted, Board, Rooms
 Houses Wanted, Lost or Found, 10 words
 each time 10 cents; each additional word
 5 cents.
 Under every other heading, 10 words
 each time 20 cents; each additional word
 5 cents.
 ANNUAL, CONTRACTS.—10 words, once
 every day, \$31. SIX MONTHS.—Once a week
 every day, \$31. SIX MONTHS.—Once a week
 every day, \$31. Each word beyond ten in the
 portion.

DEVOURING THE WAY.

THE GLOBE FLYER MAKES ANOTHER GREAT RUN TO THE WEST.

Sixty Miles an Hour Scored Again—Counting the Minutes on the Special—The Revolution Affected by the New Arrangement.

"Any changes in the train staff this morning?"

"Yes, I am going to drive and my fireman is James Mills. The other hands will be the same."

So spoke Engineer Robert Gowanlock to a GLOBE reporter yesterday morning as he skillfully applied an oil can to the machinery of engine No. 900, attached to THE GLOBE special at the Union station.

The morning promised to be fine and Conductor McKay expressed the belief that the running would be good, as the special steamed out of the depot at 3.50 exactly. It took only a minute to reach

THE QUERN'S WHARF,

but getting the necessary order caused a delay of three minutes. The order read that freight special 848 was to be passed at Bronte and thence to the Junction cut the road would be clear. At 4.03 Minico was passed and at 4.11 Port Credit. Oakville was reached at 4.21, where freights Nos. 38 and 348

WERE SIDE-TRACKED

to make way for the flyer. At 4.27 Bronte was reached, where the freight special referred to in the running order was met. A momentary stop was made at the Northern & Northwestern crossing, and at 4.35 Burlington was left behind. Waterdown was reached at 4.39, and the Junction cut two minutes ahead of time, at 4.43. Here the pay engine from Hamilton received its complement of GLOBES, and at 4.46 the special began to round the curve on the road to Dundas. The order

AT THE CUT

was to meet express 52 at Eastwood, and thence to run through to Woodstock. It was 4.55 when the train reached Dundas, and 5.02 when the grade ending at Copetown had been surmounted. Here, however, it was necessary to stop four minutes to let a special freight go by. Now the speed became very rapid, and farm houses, barns, trees and telegraph poles flashed past with lightning rapidity. Although the morning was dark there was

SUFFICIENT STARLIGHT

to allow the engineer to see his way, and the locomotive, responsive to his guiding, sped westward like a racehorse. Lynden was passed at 5.13, only two minutes late, and at 5.17 the flyer was left in the rear. The little

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1887

The Globe.

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SUFFICIENT STARLIGHT
to allow the engineer to see his way, and the locomotive, responsive to his guiding, sped westward like a racehorse. Lynden was passed at 5:13, only two minutes late, and at 5:17 Harrisburg was left in the rear. The little station of St. George loomed up at 5:20, and at 5:30 the special stopped on time at Paris and took water. Owing to this delay Princeton was not reached until 5:45, five minutes late. The first dim streaks of dawn were now commencing to appear, and objects along the road could be discerned more plainly. At 5:50

THE LAST EXPRESS
went past at Eastwood, and the train came to a standstill at Woodstock station at 6:02. Here freight special 378 caused a slight delay to THE GLOBE train, and slackening at the C. P. R. crossing involved a farther loss of time. Beachville was made at 6:12, and Ingersoll at 6:17. At 6:28 the six o'clock train from London was passed at Dorchester station, and for some distance the running was a mile a minute. London East was passed at 6:39, and by the time

THE LAST MINUTE
had been consumed THE GLOBE flyer pulled up at London proper. The time made was slightly faster than the day before, but ten minutes were lost in unavoidable delays, which caused the special to come in one minute later than on the first trip. To appreciate the value of minutes persons who are apt to waste them should make a few runs on a special train. Then they would learn that when time is gone it is lost for ever, and nothing but

THE HARDEST WORK
Railway man

Tuesday
MARCH 4
1887

The Globe

TO SHOW WHAT IS BEING ACCOMPLISHED BY

GLOBE ENTERPRISE

it should be remembered that now all the most important places in the West can be supplied with copies of the paper about breakfast time. When the special reaches London at 6:40 a bag of GLOBES is at once placed on the London & Port Stanley train, which leaves immediately. In this way St. Thomas is reached at 7:25, while formerly by the old GLOBE train the papers did not get there by way of Hagersville until 10:30 or 11. In this way Aylmer is reached at 7:49 instead of 1:02, and Cayuga, Simcoe and Tilsonburg share the advantage proportionately. A train on the London, Huron & Bruce division of the G. T. R. now leaves with

THE GLOBE ON BOARD

at 7:55, supplying a large district to the north. Clinton is thus supplied at 9:55 a.m. instead of 2:20 in the afternoon. THE GLOBE now arrives at Wingham at 10:55 a.m., while formerly it did not get there until 3:20 p.m. Such places as Exeter, Henshaw, Kippen, and Blythe, are served proportionately early, while Goderich receives THE GLOBE at 10:40 instead of at three in the afternoon. By sending papers over the London, Huron & Bruce, Brussels, Listowel and points on the

WELLINGTON, GREY & BRUCE

are supplied about two hours earlier. Kincardine formerly could not be reached till 4:40 in the afternoon, but now the papers are there at 2:20. The people of Lucknow also get their GLOBES two hours ahead. Ailsa Craig, Parkhill, Medford, and Forest, which formerly got THE GLOBE at 1:08, 1:22, and 1:40 respectively, are now supplied by way of the L. H. & B., which crosses the Stratford line of the G. T. R. at Lucan at 9:20, and thus THE GLOBE gets to Ailsa Craig at 9:31, Parkhill at 9:54, and Forest at 10:40. Stratford is supplied now at 8:40 a.m. instead of at noon. On the Sarnia line a train leaves London at 7:35 and Sarnia is reached at 9:45 a.m. instead of at 4:40 in the afternoon. Strathroy now receives THE GLOBE at 8:20 as against 3:10 formerly. Petrolia was formerly supplied at 3:30 p.m., but is now at 8:35. Point Edward was not reached until five o'clock in the evening, but now THE GLOBE is there at 10 a.m. St. Mary's is now supplied with THE GLOBE between eight and nine in the morning as against 4:40 in the afternoon under the former arrangement. Norwich, a town on the R. N. & P. T. line, receives the paper at 9:02 a.m. instead of at noon. These figures, however, only give a partial idea of the revolution effected by THE GLOBE special.

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PRICE 2 CENTS.

THE GLOBE'S FAST TRAIN.

MONDAY MORNING'S JOURNEY MADE IN QUICK TIME.

The Work Involved in Producing The Daily Globe
and Distributing it Through the Country.

Monday is the railway man's slack day, the absence of passenger traffic on Sunday enabling the "freights" to be run through to their destination. This consequently relieves Monday from the ordinary pressure, so that when THE GLOBE train was pulled out of the Union Station yesterday morning by Engineer Dornville's pet engine, No. 900, Conductor McIntosh had his orders

TO RUN THROUGH TO THE JUNCTION CUT, near Hamilton, without a stop, the branch being free from freights. Station after station was passed in quick succession, the only break in the snowy landscape being a sudden flicker of light and a momentary glimpse of a figure, rendered ghostlike by the mantle of mist that surrounded him, carrying a bag or bundle of papers dived from the rushing train by the despatcher. After delivering the Hamilton supply to the engine at the Junction, THE GLOBE train lost three or four minutes in climbing up the heavy grade to Dundas and Copetown, but the downhill, straight-away run from the latter station brought us to Harrisburg sharp on schedule time. Another delay of nine minutes while passing No. 54 at the Governor's road switch necessitated a corresponding increase of speed and our train skimmed over the rails

WITH STARTLING RAPIDITY,

bringing up at the London station at 5:43, only three minutes behind time, where eager groups of Londoners were waiting for their morning GLOBE and the news of the world.

It is probable that very few people, outside of the journalistic profession, realize what the production of a great daily and its distribution through a vast country involve. The world is contributing to its columns. The details of an Italian earthquake or the news of an uprising in an obscure European State are flashed over continents and under an ocean; rumors of war are collected from courts and bourses; proceedings of Parliaments are recorded; and the rise and fall of the great commercial thermometer is noted and transmitted over the wires by

AN ARMY OF NEWS-GATHERERS.

A Belgian mine suffocates 140 victims, and a snow slide in the Rockies engulfs a half score of unfortunates; a Pope in Rome gives voice to an important statement, and a great preacher lies on his death-bed in Brooklyn. Thus from every corner of the globe the event

Monday
MARCH 5
1887

The Globe

over the wires by

AN ARMY OF NEWS-GATHERERS.

A Belgian mine suffocates 140 victims, and a snow slide in the Rockies engulphs a half score of unfortunates; a Pope in Rome gives voice to an important statement, and a great preacher lies on his death-bed in Brooklyn. Thus from every corner of the globe the event of the hour finds its way through many a channel to the desk of the editor; to the long lines of types; to the make-up form; to the stereotyping-room and ultimately to

THE MASSIVE BULLOCK PRESSES,

whose jaws of steel devour the long webs of paper with marvellous velocity. A few revolutions of the complicated machinery and presto! THE DAILY GLOBE emerges from a chute printed, cut, folded and ready for delivery. The toilers of the night have produced the history of a day. As the pyramids of papers are passed into the mailing room scores of hands have them sorted and wrapped and labelled for their different destinations; sleighs receive their loads, one of which finds its way to the Union Station where THE GLOBE Special receives its quota and speeds away to

SCATTER THEM BROADCAST

in scores of towns and cities and thousands of homes. And the result of all this vast expenditure of labor is laid before the reader at his breakfast table for next to the smallest denomination of coin in use.

The people who are thus being served are more and more awakening to the fact that the greatest feat in the history of Canadian journalism has been accomplished, and encomiums are heard on every hand from men who not only marvel at such a stroke of enterprise but who share the pride that every Canadian feels in such an

EVIDENCE OF MATERIAL PROSPERITY AND PROGRESS

by the paper that has led the van ever since its inception. The present enterprise on the part of THE GLOBE is rendered the more remarkable in contrast to the old-time weeklies of the days of Mackenzie, when the scattered settlers in what are now thickly populated sections, were content to receive the meagre weekly budget of news days, and even weeks, after it came from the old Washington hand press in Toronto, and when great events were only chronicled after the arrival of long-delayed vessels. Truly, half a century has effected a revolution of change and progress in Canada, the most striking example of which is THE GLOBE and THE GLOBE Special Train.

MARCH 5
1887

The Globe

WESTWARD HO!

A FAST TRIP BY MOONLIGHT ON THE GLOBE FLYER.

The Forest City Reached in Good Time—A New Engine Hauling the Special—Some Scenes of Past Accidents.

Spick and span from the repairing shop with every joint and wheel true to the fraction of an inch, and resplendent in varnish, Engine No. 372 stood at 3:40 yesterday morning at the Union station, attached to THE GLOBE special.

"How do you like running by moonlight?" said a GLOBE reporter to Conductor McIntosh.

"I don't object," was the reply; "although certainly one can't see the lights so far then. But if anything goes wrong a man can form a better idea of what's the matter."

Just then the rattle of THE GLOBE waggon was heard on the street and in a few minutes the papers for the West were on board the train. Sharp on time

ENGINEER GOWANLOCK

laid down his oil can after having made a critical examination of the locomotive, and pulling the lever sent the special rolling westward. Past the yard crowded with cars the train sped and at 3:52, two minutes after starting, the Queen's Wharf was reached. Here an order was received to pass freight trains at nearly every station as far as the Junction cut. Three minutes delay took place in getting the order and then the special sped onwards. The landscape looked very picturesque in the clear moonlight which revealed stretching away on either side of the track

PATCHES OF SNOW

and the brown earth between. Mimico was reached at 4:05 and Port Credit at 4:16, where a freight was passed. At 4:18 another freight was met at Clarkson's, and yet another at Oakville at 4:24. At Bronte still another freight was waiting, and the special swept by at 4:30. Burlington was passed at 4:36, and there again a freight train stood on the siding. At 4:38 Waterdown was made and

THE JUNCTION CUT

at 4:44, one minute ahead of time. The order received here was to meet Limited Express No. 52 at Woodstock, but, with that exception, the line was clear. Dundas came in sight at 4:57 and Copetown at 5:04. Lynden went by at 5:19 and Harrisburg at 5:21. The new engine under Engineer Gowanlock's skilful management was doing excellent work, and with

Engine 372

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1887

The Globe

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THE JUNCTION CUT

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A GREAT HEAD OF STEAM ON,

and a molten furnace rushed forward at full 60 miles an hour. The line between Copetown and London is in every way suitable for rapid running, being one of the smoothest and best roadbeds in Canada. The rails look like a solid bar of steel, and not an irregularity can be detected in them. Under these conditions, and with the fine handling which it receives The Globe flyer is bound to make splendid time, of which the run yesterday was another proof. Paris was past at 5:36, and here the

RED DISC OF THE MOON

began to drop towards the horizon. Princeton was passed at 5:48, and the Governor's road at 5:53.

"It was about here that Bill Cooper was killed," said Conductor McIntosh, as a little station called Gobles flashed by in the fading moonlight. "He was driving an express and it went off the track. The engine rolled over into the ditch and crushed him, but strange to say the coaches kept the level and none of the passengers were hurt."

At another point on the road where there is a small bridge, the conductor remarked, "A freight went over here once and there was a terrible smash. The trainmen jumped and

NO ONE WAS HURT;

but the cars were piled on top of one another and merchandise of all kinds was scattered in every direction."

Meanwhile The GLOBE special, with its two blood-red lamps hung at the back of the parlor car, went roaring on, passing Eastwood at 5:56½ and Woodstock at 6:01½. Here the day began to break and the clouds of steam and smoke that poured from the locomotive could be more easily discerned. At Woodstock

WATER WAS TAKEN

and the limited express passed, and then the pace became quicker as the last stretch of the journey was entered upon. Beachville went by at 6:16, Ingersoll at 6:19½, Dorchester at 6:30, where No. 4 passenger train from London was met. London East at 6:40 and London was reached only two minutes late, at 6:42. Then the usual distribution of GLOBE's began—some to the city and some to other trains, to be sent far and wide in Western Ontario.

MARCH 9
1887
The Globe

EARLY IN THE MORNING.

YESTERDAY MORNING'S TRIP ON THE GLOBE FLYER.

Quick Work with the Mail Waggon—Careful
Management of Details—The Special Again
Reaches London Ahead of Time.

At half-past three yesterday morning I was hanging tightly to the seat of THE GLOBE mail-waggon as it was dashed at a gallop through the empty streets toward the Union Depot. I was wedged in between the mail-foreman and the driver, and feeling like a fireman on a hose-reel. I never was a fireman on a hose-reel, but I imagine I know how it feels now. The mail-foreman's exclamation, "For Heaven's sake mind the corner, Jim," was followed by a lob sided curve which nearly spilled us out on the railway track, and five seconds later they were tossing the bags and bundles of papers into the baggage car of a train which bore an immense placard:—

GLOBE SPECIAL.

Toronto 3:50 a.m.

London 6:45 a.m.

"Look alive and get aboard," said a man to me as I was contemplating the placard and dividing the distance from Toronto to London into the interval of time between 3:50 a.m. to 6:45 a.m. in order to calculate the probable rate per mile; "Look alive," said a man with a lantern. "They'll be off in a second. The GLOBE train ain't got to waste no time to git there, Ely." As I got on board the train moved off and the man with the lantern sang out "All cyrene. Latter go, Gallagher." I presumed he was addressing the engineer. I went into the front compartment of the parlor car and found a

RATHER SOLEMN LOOKING

stoutish man whose uniform told me he was the conductor. I told him I was the reporter who was to write up the trip to-day and he nodded solemnly.

We stopped in four minutes at the Queen's Wharf, and there were lanterns flashing about for a few seconds. The conductor reappeared with a

SLIP OF PAPER IN HIS HAND.

He gravely put on a pair of spectacles, turned

MARCH 10
1887

GLOBE SPECIAL.

Toronto 3:50 a.m.

London 6:45 a.m.

"Look alive and get aboard," said a man to me as I was contemplating the placard and dividing the distance from Toronto to London into the interval of time between 3:50 a.m. to 6:45 a.m. in order to calculate the probable rate per mile; "Look alive," said a man with a lantern. "They'll be off in a second. The Globe train ain't got to waste no time to git there, Ely." As I got on board the train moved off and the man with the lantern sang out "All cyrene. Lottor go, Gallagher." I presumed he was addressing the engineer. I went into the front compartment of the parlor car and found a

RATHER SOLEMN LOOKING

stoutish man whose uniform told me he was the conductor. I told him I was the reporter who was to write up the trip to-day and he nodded solemnly.

We stopped in four minutes at the Queen's Wharf, and there were lanterns flashing about for a few seconds. The conductor reappeared with a

SLIP OF PAPER IN HIS HAND.

He gravely put on a pair of spectacles, turned up his lantern, and said, "Umph; we meet a special at Port Credit and another at Bronte."

I looked out of the window. The telegraph poles were flying past so rapidly that I could not count them. The grey barked trees seemed to run into each other.

Then came a prolonged whistle. I asked what that was for, and the conductor said we had reached Junction. Out a distance of 38 miles in 46 minutes, including stoppages, for we had passed the specials in the sidings.

What struck me most about the locomotive was that while other locomotives always seemed to me to have a

TENOR WHISTLE LIKE A SASH FACTORY

ours had a bass whistle like a steamboat, and I suppose it must be a very strong engine or it would not have such a big whistle. I said as much to the conductor but he laughed and said her wheels were not quite large enough for such fast running, but they were having another engine with larger wheels fitted up especially for THE GLOBE.

Being now on the main line it was a continuous klu-r-r-r, and it almost made me dizzy to look out of the window. Paris was reached a little ahead of time; Woodstock two minutes ahead. At Ingersoll we were still two minutes ahead. We could easily have made London six or seven minutes ahead of time had there been any object in doing it.

MARCH 10

1887

The Globe

FROM CITY TO CITY.

THE GLOBE SPECIAL MAKES ANOTHER RAPID TRIP.

Waking Up the Union Depot—The Run to London from a Railway Point of View—Globe Times Table for Western Ontario.

Previous to the running of THE GLOBE special the Union Station, between three and four o'clock in the morning, was silent as the grave, and almost deserted. But activity pervades the depot shortly after three o'clock. About that time the engine which is to draw THE GLOBE flyer backs down from the round house and stands a few yards from the cars, ready to be attached when the hour of departure approaches.

employ the interval in going over the machinery with torches and oil cans, seeing that everything is in ship-shape. Not long after the engine is on hand the conductor, baggageman and brakeman put in an appearance and await the arrival of THE GLOBE waggon.

The fact that the flyer can be run successfully and without in any way interfering with general business is now established beyond the shadow of a doubt, and when

THE WARMI WEATHER

sets in the distance between Toronto and London will be annihilated with even greater ease. The statement that ordinary travel need not be impeded is readily borne out when it is remembered that only two passenger trains, the limited express for the Suspension Bridge at Woodstock, and the local from London at Dorchester, have to be passed on the whole route. As for the freights, there are numberless sidings for their accommodation, and they never have to wait long for the lightning special. The road, too, is the finest in Canada, and it has been shown already that the trip can be made without difficulty.

FIFTEEN OR TWENTY MINUTES FASTER

if desired. It is not, however, in accord with railway ethics to run materially ahead of schedule time.

The special left the Union yesterday morning sharp on time, and conductor McIntosh having received his orders before leaving, no stop was made at the Queen's Wharf. This in itself meant a saving of from two to three minutes, and the result was that after a clear run at a steady pace the Junction Cut was reached at 4.54. The usual slight delay at this point, and the heavy grade west of Dundas left the train only slightly ahead at Copetown, but when Paris was reached

TWO MINUTES MORE

had been gained, which were employed at the water tank. From that station on a never-varying pace was maintained, which did not seem rapid, and yet covered the ground with amazing rapidity. At Woodstock the limited express was met, and the special eased off a

MARCH 11
1887

	TRAIN	OLD TIME
Toronto	5:35 a.m.	5:00 a.m.
Atterton	4:01	5:20
Port Credit	4:19	5:35
Oakville	4:21	5:55
Brampton	4:27	6:05
Burlington	4:35	6:17
Waterloo	4:43	6:24
Hamilton	5:00	6:35
Dundas	4:52	6:30
Copetown	5:02	6:25
Lynden	5:10	6:35
Harrisburg	5:15	6:40
BRANTFORD	5:35	6:50
St. George	5:18	6:42
Paris	5:30	6:55
Princeton	5:40	7:08
Gobies	5:33	7:10
Eastwood	5:50	7:22
Woodstock	5:57	7:31
Beachville	6:03	7:38
Ingersoll	6:09	7:47
London	6:23	7:53
London Road	6:26	7:56
London	6:40	8:10
Komoka	7:20	8:41
Mt. Bridges	7:40	8:53
Longwood	8:02	9:15
Appin	8:21	9:26 p.m.
Glencoe	8:40	9:41
Newbury	8:50	9:50
Bothwell	10:01	10:27
Thamesville	11:05	11:27
Lewisville	11:25	11:46
CHATHAM	12:00	1:00
Hyde Park Junction	8:05 a.m.	7:36 p.m.
Etrick	8:15	7:46
Ilderton	8:23	7:55
Denfield	8:34	8:07
Lacan Crossing	8:43	8:15
Via St. Mary's	8:10	
LUCAN	9:30	12:55
Candeboye	8:48	5:20
Centralia	9:02	6:35
Exeter	9:14	5:50
Henshall	9:24	6:05
Kippen	9:29	6:13
Gracefield	9:36	6:20
SEAFORTH	10:40	7:48
Clinton	9:55	7:20
Goderich	10:40	7:03
Londesboro	10:15	7:10
Blyth	10:24	7:20
Belgrave	10:35	7:33
Wingham Junction	10:51	7:45
WINDHAM	10:55	7:50
BRUSSELS	11:45	8:29
LOCKHORN	1:15 p.m.	5:57
KINCARDINE	2:20	4:45
Hyde Park	7:44 a.m.	2:40 p.m.
Strathroy	8:20	3:10
Kerwood	8:51	3:23
Wadford	8:47	3:40
Wainstead	9:07	3:57
Wyoming	9:12	4:05
Perth	9:50	4:35
Mandamun	9:45	4:20
SAWYER	9:45	4:30
Port Huron	10:00	4:55
PORT EDWARD	10:00	5:50
Westminster	9:51 a.m.	5:03 p.m.
Glanworth	7:01	5:12
Yamouth	7:09	5:20
St. Thomas	7:15	10:30
Whites	10:25	5:45
Port Stanley	10:35	5:55
New Sarnia	7:38 a.m.	1:12 p.m.
Atterton	7:49	1:02
Corinth	8:03	12:45
TILSONBURG JUNCTION	8:20	12:55
Tilsonburg	8:25	12:58
Cortland	8:33	12:22
Delhi	8:50	12:01
Nixon	9:50	11:53 a.m.
SINCOE	9:10	11:42
Renton	9:20	11:37
Jarvis	9:32	11:17
Nelles Corners	9:39	10:58
Cayuga	10:00	10:45
CANFIELD JUNCTION	10:15	10:30
Paynes	7:32 a.m.	3:48 p.m.
Bards	7:41	3:59
Lawrence	7:51	4:10
Thames River	7:55	4:16
Middlemiss	8:01	4:21
Elfrid	8:15	4:35
Granby	8:32	12:45 p.m.
Luton	8:10	12:25
Luton Crossing	9:20	
Alba Craig	9:31	1:08
Parkhill	9:54	1:22
Thordford	10:17	1:40
Forest	10:40	1:55
Aberdeen	10:50	
Cambridge	11:07	2:13
Blackwell	11:38	2:43
Springford	8:45 a.m.	12:11 p.m.
G. H. & L. E. CROSSING	8:55	12:10
Norwich	9:02	11:55 a.m.
Hatchley	9:10	11:45
Hailey	9:17	11:35
Burlford	9:25	11:28
St. Vernon	9:32	11:20
Mt. Pleasant	9:41	11:30
Thamesville	7:05 a.m.	5:00 p.m.

MARCH 11
1887

	BRUSSELS	12.45	2.55
	LUCKNOW	1.15 p.m.	3.57
	KINCAIDINE	2.20	4.45
	Hyde Park	7.44 a.m.	2.40 p.m.
	Strathroy	8.20	3.10
	Kerwood	8.31	3.23
	Warrford	8.47	3.40
	Wainstead	9.05	3.57
	Wyoming	9.12	4.05
	PETROLIA	9.58	4.45
	Mandamian	9.25	4.20
	SARNIA	9.35	4.40
	PORT HURON	10.00	4.55
	POINT EDWARD	10.00	4.50
	Westminster	6.51 a.m.	2.03 p.m.
	Glanworth	7.01	5.12
	Yarmouth	7.09	3.20
	St. Thomas	7.15	10.30
	Whites	10.25	3.45
	Port Stanley	10.35	3.55
	New Sarnia	7.38 a.m.	1.12 p.m.
	Aylmer	7.49	1.02
	Corinth	8.09	12.45
	TILSONBURG JUNCTION	8.20	12.35
	Tilsonburg	8.25	12.30
	Cortland	8.33	12.22
	Delhi	8.50	12.01
	Nixon	9.50	11.53 a.m.
	SARCOE	9.10	11.42
	Kenton	9.20	11.31
	JARVIS	9.32	11.17
	Nelles Corners	9.48	10.58
	Cayuga	10.00	10.45
	CANFIELD JUNCTION	10.15	10.30
	Paynes	7.32 a.m.	3.42 p.m.
	Bairds	7.41	3.59
	Lawrence	7.51	4.10
	Thames River	7.55	4.16
	Middlemiss	8.01	4.21
	Ekruid	8.15	4.35
	Granton	8.52	12.45 p.m.
	Lucan	9.10	12.55
	Lucan Crossing	9.20	
	Ailsa Craig	9.31	1.08
	Parkhill	9.54	1.22
	Thedford	10.17	1.40
	Forest	10.40	1.55
	Aberarder	10.50	
	Cambridge	11.07	2.20
	Blackwell	11.32	2.45
	Springford	8.43 a.m.	12.11 p.m.
	G. B. & L. E. CROSSING	8.55	12.00
	Norwich	9.02	11.55 a.m.
	Hatchley	9.10	11.43
	Halley	9.17	11.35
	Burford	9.25	11.28
	Mr. Vernon	9.52	11.20
	Mr. Pleasant	9.41	11.30
	Thorndale	7.55 a.m.	3.00 p.m.
	St. Mary's	8.23	11.27 p.m.
	St. Pauls	8.30	12.16
	STRATFORD	8.40	11.32
	Shakespeare	9.04	11.58
	New Hamburg	9.21	11.20
	Haden	9.25	11.15
	Petersburg	9.35	11.07
	WATERLOO	10.05	5.30 p.m.
	BERLIN	9.50	10.49 a.m.
	Breslau	9.58	10.40
	Moeboro	10.08	10.30
	Guelph Junction	10.15	10.20
	Milverton	10.30	12.45 p.m.
	Milbank	10.55	11.53
	Wistow	12.05 p.m.	2.45
	PALMERSTON	12.55	1.15
	Ta. Istock	8.51 a.m.	11.25 a.m.
	Bright	9.00	11.15
	Drumbo	9.53	
	Paris	See G.W.R.	

MARCH 11
1887

PRICE 2 CENTS.

FROM DARK TO DAYLIGHT.

THE GLOBE'S GREYHOUND'S MORNING
RUSH FOR LONDON.

It is Described by an Unimaginative Reporter Who
Refuses to be Thrilled—A Landscape Scene
From a Car Window—Advantage of
Having Trains Pass on Dif-
ferent Tracks.

Precisely at 3.50 a.m. yesterday the engineer shipped the leash of the strong, impatient creature which he controlled, and THE GLOBE special train glided out of the Union station. The conductor's instructions told him that the road was clear, and he was charged only to meet two freight trains, one at Port Credit and the other at Clarkson's, a little further on. No stop was made at the Queen's Wharf, and the speed of the train rapidly increased until the landscape which lay under the bright sky wheeled past with dizzy swiftness. It was interesting to watch the apparent suction of the objects which the train left behind. Close to the track they seemed to fly back in the opposite direction from that in which the train was moving, farther away the backward suction became slower, and at last a point was reached where objects seemed to stand still—(as they probably did.) This point was

THE CENTRE OF THE CIRCLE, which whirled before the traveller. Beyond it the apparent motion was the same as that of the train, and the motion seemed swifter as the distance from the train increased. A fence or a row of trees standing about at right angles with the track thus bore a striking resemblance to a wheeling line of infantry. In the smoothly-gliding parlor car the traveller could scarcely tell, except by such observations as these, that the train was going at an unusually swift rate of speed, but when he stepped upon the back platform he received further evidence of it in the roar of the wheels, the trembling of the guard to which he clung, and the smoke hanging in thick clouds not higher than the top of the car. Altogether the surroundings were such that the familiar notice, "Passengers are not allowed to stand on the platform," seemed entirely superfluous, and he was glad to take refuge inside and watch the scene through the window. An impression of great speed was derived from watching the rails of rails springing up behind, it seemed as if they were being

SPUN OFF THE WHEELS

of the train.

The expected freight trains were found safely sidetracked at the points named, and they were passed with such speed that it seemed to the traveller that it was a good

MARCH 12
1887

Daily Globe.

GLOBE FAST TRAIN

LEAVES TORONTO 3:50

ARRIVES LONDON 6:40

Delivering GLOBES throughout
the West in time to be read
at the Breakfast Table.

Annual Subscription	-	\$5 00
Six Months	-	2 50
Three Months	-	1 25
Two Months	-	85
One Month	-	45

SINGLE COPIES, 2 CTS.

To be had from all News-
dealers throughout Canada.

THE GLOBE PRINTING CO.,
TORONTO.

MARCH 12
1887

PRICE 2 CENTS.

FROM DARK TO DAYLIGHT.

THE GLOBE'S GREYHOUND'S MORNING
RUSH FOR LONDON.

It Is Described by an Unimaginative Reporter Who
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which whirled before the traveller. Beyond it the apparent motion was the same as that of the train, and the motion seemed swifter as the distance from the train increased. A fence or a row of trees standing about at right angles with the track thus bore a striking resemblance to a wheeling line of infantry. In the smoothly-gliding parlor car the traveller could scarcely tell, except by such observations as these, that the train was going at an unusually swift rate of speed, but when he stepped upon the back platform he received further evidence of it in the roar of the wheels, the trembling of the guard to which he clung, and the smoke hanging in thick clouds not higher than the top of the car. Altogether the surroundings were such that the familiar notice, "Passengers are not allowed to stand on the platform," seemed entirely superfluous, and he was glad to take refuge inside and watch the scene through the window. An impression of great speed was derived from watching the rails springing up behind, it seemed as if they were being

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MARCH 12
1887

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SPUN OFF THE WHEELS

of the train.

The expected freight trains were found safely sidetracked at the points named, and they were passed with such speed that it seemed to the traveller that it was a good idea to have them on separate tracks. He felt tempted to communicate this brilliant idea to the conductor, but refrained because he disliked making admissions. The Junction cut was reached on time, and for a few minutes nothing was heard but the deep breathing of the locomotive, and the clanking of hammers as the men tested the wheels. The conductor, having received orders to meet a special freight at Linden and an express at Woodstock, the train started again at 4.45, and for a few miles passed through a scene of wild beauty—the mountain above it on one side of the track, while far below on the other stretched the beautiful glens and valleys, where the Village of Dundas nestles. The schedule time was followed

WITH GREAT FIDELITY,

the stations being reached exactly on time, or not more than a minute sooner or later. At Paris, just about at sunrise, the engine took a deep draught of water, and then speeding on to London without further interruption, arrived there at 6.38, two minutes ahead of time.

It may be necessary to explain that this account was, so to speak, wrung from the reluctant breast of the Unimaginative Reporter of THE GLOBE staff. When he first submitted his report it was filled with matter which, however important he may have regarded it himself, was of little interest to the general public. The circumstance which appeared to be uppermost in his mind was that he had been induced to get up at the hour when he usually went to bed; and he gave too much prominence to a peevish complaint that he was late for his dinner at Hamilton. At first he obstinately refused to admit that he had experienced a single thrill; said it was true the train went very fast, but what of that? All you had to do was to give the distance and the time, and let the people divide one into the other; what more could you say about it? Supposed the train did go sixty miles an hour in some places; but how could he describe that? Let a man who had travelled thirty miles an hour just imagine himself going twice as fast and the thing was done. It was from such unpromising material that the above account was constructed.

MARCH

12

1887

The Globe

THE GLOBE SPECIAL TRAIN. ST. LEON THE CONQUEROR!

THE TIME OF THE DAY WHEN THE GLOBE IS DELIVERED.

Comparison of the Old and the New State of Affairs—A Gain of from Two to Twelve Hours Throughout the Western Peninsula.

The following table shows the time that THE GLOBE reaches all the principal points in Western Ontario since the special commenced running, also the hours under the old regime:—

	By GLOBE TRAIN.	OLD TIME.
Toronto.....	3.55 a.m.	5.00 a.m.
Minico.....	4.01 "	5.20 "
Port Credit.....	4.10 "	5.35 "
Oakville.....	4.21 "	5.53 "
Bronte.....	4.27 "	6.03 "
Burlington.....	4.36 "	6.17 "
Waterdown.....	4.40 "	6.24 "
Hamilton.....	5.00 "	6.35 "
Dundas.....	4.52 "	6.30 "
Copetown.....	5.02 "	6.25 "
Lynden.....	5.10 "	6.33 "
Harrisburg.....	5.15 "	6.40 "
BRANTFORD.....	5.45 "	7.00 "
St. George.....	5.18 "	6.42 "
Paris.....	5.30 "	6.56 "
Princeton.....	5.40 "	7.08 "
Gobles.....	5.43 "	7.10 "
Eastwood.....	5.50 "	7.22 "
Woodstock.....	5.57 "	7.31 "
Beachville.....	6.03 "	7.38 "
Ingersoll.....	6.09 "	7.47 "
Dorchester.....	6.21 "	7.59 "
London East.....	6.35 "	8.16 "
LONDON.....	6.40 "	8.20 "
Komoka.....	7.20 "	9.41 "
Mt. Bridges.....	7.40 "	9.48 "
Longwood.....	8.02 "	10.55 "
Appin.....	8.21 "	12.05 p.m.
Glencoe.....	8.40 "	12.11 "
Newbury.....	9.30 "	12.20 "
Bothwell.....	10.00 "	12.27 "
Thamesville.....	11.05 "	12.37 "
Lewisville.....	11.25 "	12.46 "
CHATHAM.....	12.00 "	1.00 "
Hydo Park Junction.....	8.05 a.m.	4.35 p.m.
Eltrick.....	8.15 "	4.46 "
Hderten.....	8.23 "	4.55 "
Denfield.....	8.34 "	5.07 "
Lucan Crossing.....	8.43 "	5.15 "
via St. Mary's.....	9.10 "	
LUCAN.....	9.30 "	12.55 "
Claudeboye.....	8.48 "	5.20 "
Centralia.....	9.02 "	5.35 "
Exeter.....	9.14 "	5.50 "
Hensall.....	9.24 "	6.05 "
Kippen.....	9.29 "	6.13 "
Brucefield.....	9.36 "	6.25 "
SEAWORTH.....	10.40 "	1.48 "
Cliston.....	9.55 "	2.20 "
GODERICH.....	10.40 "	3.00 "
Londesboro.....	10.15 "	7.10 "
Blyth.....	10.24 "	7.20 "
Belgrave.....	10.35 "	7.35 "
Wingham Junction.....	10.51 "	3.15 "
WINGHAM.....	10.55 "	3.20 "
BRUSSELS.....	11.45 "	2.50 "
LUCKNOW.....	1.15 p.m.	3.57 "
KINCARDINE.....	2.20 "	4.45 "
Hyde Park.....	7.44 a.m.	2.40 p.m.
Strathroy.....	8.20 "	3.10 "
Kerwood.....	8.31 "	3.23 "
Walford.....	8.47 "	3.40 "
Wanstead.....	9.05 "	3.57 "
Wyoming.....	9.12 "	4.05 "
PETROLIA.....	9.50 "	4.45 "
Mandaumin.....	9.25 "	4.20 "

If drank regularly and free will destroy the following dread enemies:—



Dyspepsia,
Indigestion,
Rheumatism,
Biliousness,
Salt Rheum,
Heartburn,
Catarrh,
Gravel,
Kidney, Liver,
Chronic Diseases,
&c. &c.

For Sale Wholesale and Retail by

THE
St. Leon Water Co.,
101½ King Street W.,
TORONTO.

PARLIAMENTARY NOTICES.

NOTICE IS HEREBY GIVEN

That application will be made at the next session of the Parliament of Canada, by the British Canadian Loan & Investment Company (Limited), for an Act amending the Acts incorporating and relating to the said Company, by extending the power to borrow on debentures, authorizing the Company to receive deposits, to issue debenture stock, and otherwise extending the powers of the Company and amending the said Acts.

Dated at Toronto, this 24th day of February, A.D. 1887.

KERR, MACDONALD, DAVIDSON & PATERSON,
Solicitors for the Company.

NOTICE.

APPLICATION TO PARLIAMENT

Notice is hereby given that the "Richelieu & Ontario Navigation Company" will make application to the Parliament of Canada, at its next session to pass an Act amending its charter as follows:—
(1) To define more clearly the mode of presiding at the meetings.
(2) To obtain the power of issuing a large amount of debentures.

J. W. BEAUDRY, Secretary.

3rd March, 1887.

OCEAN NAVIGATION.

ALLAN LINE.

ROYAL MAIL STEAMSHIPS.

SUMMER SAILINGS FROM QUEBEC

*POLYNESIAN, from Quebec, Friday, 13th Mar	
PARISIAN, " Thursday, 19th Mar	
SARMATIAN, " Thursday, 26th Mar	
*CIRCASSIAN, " Friday, 3rd June	
SARDINIAN, " Thursday, 9th Jun	
*POLYNESIAN, " Friday, 17th Jun	
PARISIAN, " Thursday, 23rd Jun	
SARMATIAN, " Thursday, 30th Jun	

MARCH
12
1887

	BRUSSELS.....	11.45 "	2.50 "	SU
t	LUCKNOW.....	1.15 p.m.	3.57 "	
	KINCARDINE.....	2.20 "	4.45 "	
	Hyde Park.....	7.44 a.m.	2.40 p.m.	*PO
	Strathroy.....	8.20 "	3.10 "	PO
	Kerwood.....	8.31 "	3.23 "	SA
a	Watford.....	8.47 "	3.40 "	*CI
	Wanstead.....	9.05 "	3.57 "	SA
l	Wyoming.....	9.12 "	4.05 "	*PI
	PETROLIA.....	9.50 "	4.45 "	PI
	Mandaamin.....	9.25 "	4.20 "	SI
e	SARNIA.....	9.45 "	4.40 "	SI
	PORT HURON.....	10.00 "	4.55 "	H
	POINT EDWARD.....	10.00 "	4.50 "	\$60
e	Westminster.....	6.51 a.m.	3.03 p.m.	Re
	Glanworth.....	7.01 "	3.12 "	me
	Yarmouth.....	7.09 "	3.20 "	
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	Whites.....	10.25 "	3.45 "	co
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	Paris.....	See G. W. R.	Division.	

MARCH
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1887

The subscription price of The Globe has been reduced to FIVE DOLLARS per annum.

Annual Subscription.....	\$5 00
Six Months.....	2 50
Three Months.....	1 25
Two Months.....	85
One Month.....	45

SINGLE COPIES, TWO CENTS.

To be had from all Newsdealers throughout

THE DAILY GLOBE.

(Markham Economist.)

THE GLOBE is bound to lead in Canadian journalism. It has now engaged a special fast train to leave Toronto every morning at 3.50, arriving at London at 6.40, supplying the West with the news of yesterday at the breakfast table. Moreover, the subscription price has been reduced to \$5. THE GLOBE ranks with the leading papers of the world.

(Hastings Star.)

THE GLOBE has embarked in a novel enterprise. It has engaged a special train, which leaves Toronto daily at 3.40 a.m., to run to London, via southern division of the G. T. R., making connection with all trains leaving London at 6.45. The special carries nothing but THE GLOBE, and by this energetic move the paper is now distributed throughout the western peninsula away ahead of all competitors. With the reduction of \$2 in the subscription, it will doubtless add immensely to its list.

(Orange Sentinel.)

THE TORONTO GLOBE has out-distanced all its daily contemporaries by the charter of a special fast train, which leaves this city each morning in time to reach London shortly after 6 a.m., and deliver the morning edition upon all the first out-going trains from that station. By this arrangement subscribers to THE GLOBE at a distance of a couple of hundred miles from the office of publication have the first edition of the paper upon their breakfast table. This is a great stride to the front in the way of journalistic enterprise and deserves the hearty support of the reading public. We are pleased to note from the columns of our contemporary that already increased support indicates that before long the large extra outlay will be recouped.

(Barrie Gazette.)

THE GLOBE's enterprise in journalism has no equal in the Dominion of Canada. Its latest enterprise is the running of a fast special train, starting from Toronto at 3 a.m., to London, via the Southern Division of the Grand Trunk railway, arriving at the latter city at about 6.45 a.m., in time to make connections with the morning trains in different directions, thus placing THE GLOBE on the breakfast table throughout the Western peninsula. This train carries nothing but THE GLOBE. THE GLOBE's ambition has been to take and keep the lead regardless of expense. The past year it has manifested more than its usual vigor in all its editorial departments, as well as in telegraphic news and correspondence. THE GLOBE has reduced its subscription from \$7 to \$5. May it ever be a terror to evil doers and a praise to them that do well.

(Paris Transcript.)

Regular subscribers to THE GLOBE found their papers at the office when it opened this morning. This is an improvement over the time it used to be received before THE GLOBE's enterprise put on a special train.

(Huron News Record.)

ENTERPRISE.—Now that The Mail has succeeded in swallowing itself, the Toronto daily that comes nearest voicing the people is THE

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MARCH 12
1887

(Ingersoll Sun.)

Again THE TORONTO GLOBE makes a new and early departure, by running a special train from Toronto to London, arriving in the latter place at 6:45 a.m., in time to send THE GLOBE out on the early trains leaving that city in all directions. It passes through here in the grey dawn of morning at a quarter past six, delivering its GLOBES fresh from the press in time to be read before breakfast. Another special feature is the reduction of price to \$5 per year. It has been, is and shall be, world without end, forever and ever—the most enterprising city paper in Canada. Still, there are some features in which The Sun is ahead, though we don't care about giving particulars just now.

(Elora Express.)

THE TORONTO GLOBE has just embarked in another great enterprise which is strictly in accord with its position as Canada's greatest journal. The subscription price of THE DAILY GLOBE has been reduced from \$7 to \$5 per annum. A special train now conveys the early morning edition to London, enabling inhabitants of Western Ontario to read it at the breakfast table. The train reaches London at 6.40 a.m. THE GLOBE is deserving of all the success it can accommodate.

(Waterloo Chronicle.)

Another marvellous feat of enterprise has been accomplished by THE TORONTO GLOBE. It has engaged a special train which carries nothing but THE GLOBE, to reach London at 6.45 a.m., in time to make connection with all the morning trains leaving that important centre. The price is also reduced to \$5 per year. THE GLOBE continues to gain in vigor and influence year by year. It has neither equal nor rival among the newspapers of Canada. For forty-three years it has fought the battles of the Liberal party and of the people, and never more ably than at present. The last move will increase its circulation and power in Western Ontario in a very marked degree.

(Collingwood Bulletin.)

THE GLOBE has taken another step forward. A special train has been engaged to carry it as far West as London by 6.45 a.m. in time for all the morning trains leaving that city. The people of the western part of Ontario may now have THE GLOBE on their breakfast table. Another great change is that the price is reduced from \$7 per annum to \$5.

(Beeton World.)

THE GLOBE has engaged a special train for carrying its papers to the S. W. part of Ontario. The train arrives in London about 6:30 a.m. The subscription of that great daily is also reduced from \$7 to \$5 a year.

(Mount Forest Representative.)

THE GLOBE has reduced its subscription price to \$5 per annum and single copies 2c. Besides, THE GLOBE with commendable enterprise has engaged a special railway train to carry the issue of that paper west from Toronto to London. Although we do not admire THE GLOBE's political complexion, yet we do admire its push and freedom from snob-business.

(Dundas True Banner.)

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MARCH 12
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we do admire its push and freedom from snob-
bishness.

(Dundas True Banner.)

Canadian newspapers are progressive, espe-
cially so these last two or three years, and THE
TORONTO GLOBE has never seemed crowded to
keep at the head of the procession. Just now,
in addition to being excellently well turned
out each day from the reader's point of view,
all its departments being bright, full and read-
able, it is delivered all along the line of the
southern division of the Grand Trunk from To-
ronto to London before 6.45 a.m. This end is
accomplished by means of a special train car-
rying nothing but GLOBES which runs over the
route indicated every morning. At London
connection is made with early trains for all
points south, west and north, so that Western
Ontario as far as the lakes has THE GLOBE at
as early an hour each day as Dundas had last
week. The enterprise is a bold one, and has
already, we are assured, made its continuance
assured owing to increased business. The sub-
scription price of THE GLOBE has also been re-
duced to \$5 per year.

(North York Reformer.)

THE TORONTO GLOBE is now running a special
Western train, by which the morning papers
are delivered in London at 6.45 a.m. On
portions of the trip the train has to
make a speed of sixty miles per hour
to make connections. It leaves Tor-
onto at 3.30 a.m., and thus the morning
papers are in the Forest City, 115 miles away,
before the residents of that enterprising west-
ern centre are out of their beds. The train

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THE GLOBE TORONTO SATURDAY MARCH 12 1887.

consists of a baggage car and one coach, on which is a huge signboard with the letters "Special Globe Train." The Globe is bound to keep ahead on the delivery business.

(Dunnville Reform Press.)

THE DAILY GLOBE has reduced its annual subscription from \$7 to \$5, and engaged a special train to run on fast time to London, which it reaches at breakfast time, and is distributed from that city through the west by early morning trains.

A S.A.D SUICIDE.

The Widow of the Late James Farley Hangs Herself With a Piece of Clothes Line.

The friends of Mrs. Farley, of 89 Shuter street, widow of the late James Farley, the wealthy carpenter who died suddenly last summer, were startled yesterday afternoon by the report that she had committed suicide. Upon enquiry this report proved to be only too true. Mrs. Farley had never properly re-

At the close of this meeting a Y. M. C. A. was organised, with Miss Anna James as president. It gives promise of success and usefulness. This was the first public demonstration of the union and the members were much gratified with its successful results.

LEGAL INTELLIGENCE.

USGOODE HALL, March 11.
HIGH COURT OF JUSTICE.

MARCH 12 1887

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MARCH 14, 1887.

PRICE 2 CENTS.

PREPARED RUSSIA.

ROOPS VICTIMISED BY RASCALLY CONTRACTORS.

sation of War Talk Only Temporary—
Plots in Bulgaria—Further Sentences—The British Government Urges Clemency.

ON, March 12.—The British Government advised the regency of Bulgaria to execution of officers who were engaged in a recent futile revolt. Lord Salisbury advised the shooting yesterday of six non-commissioned officers of the rebellious army and has ordered the British Legation at Sofia to urgently insist on clemency for the other offenders now under arrest.

TEMPORARILY STOPPED.

activity of the various nations in war shows that the lull in rumors of only temporary. Authorities in Austria estimate that 365,000 Russian soldiers are now stationed on the Austro-Hungarian frontier. Reports of troops from the interior have been made in provinces by which 700,000 Russian troops can be used at once on the Roumanian frontier borders. The present stoppage of troops is said to be due to a desire at the courts to give a peaceful aspect to the coronation of Emperor William's birthday.

CONSTRUCTION OF BARRACKS.

WARSAW, March 12.—Orders have been issued in Warsaw for the construction of wooden barracks in Radon, Lublin, Valdmir, Rovno and Zhitomir on the Galician frontier. The concentration of troops is taking place at Rovno, where five barracks are being

ANOTHER PLOT UNEARTHED.

commander at the Bulgarian town of Iztova tried to induce the troops to revolt. The troops arrested him and his officers and sent them to Sofia. The legation said there have been similar plottings at Plovdiv and Thumla, but on a smaller scale.

A FRENCH EDITOR'S TRIAL.

PARIS, March 12.—M. Peyramont, editor of the newspaper Revanche, was to-day acquitted of a charge of fomenting anti-German demonstrations during the recent Parliamentary campaign in Germany. When the result of recent elections in Alsace-Lorraine was announced, Peyramont displayed in his office the united flags of France and Russia, and his journal announced that a meeting would be held to protest against the loss of Alsace. He was arrested under an article of the penal code, which says: "Whoever shall commit hostile acts not approved by the Government, expose the State to a declaration of war, shall be punished with banishment, or if the acts follow from them, with transportation."

WILLING BUT NOT READY.

BRUSSELS, March 12.—The cessation of war talk is feared is only temporary. Russian

"On Orangemen's day and at other great gala seasons the entire male population of the county seemed to reel about the streets in a high state of vinous exhilaration." "Illicit whiskey shops also existed in abundance and did a roaring trade at all the recognized picknicking places and popular resorts. I have seen excursionists return from one of these picknicking places within the county where the Act was in force bearing in their faces, speech and gait unmistakable traces of having imbibed something stronger than water." The leading men of the city, leaders in the temperance associations, in the anti-Scott Act association, clergymen, politicians, lawyers, doctors and others have been interviewed and they have unanimously declared that Mr. Allen has slandered the city. No such scenes and orgies described by him have been witnessed and the Mayor has been called upon to see that a retraction of them shall be made in the English press.

DOMINION ELECTIONS.

MR. LAIRD'S SUCCESSFUL CANVASS IN SASKATCHEWAN.

Sir John Macdonald's Deposit Made in the Same Way as Mr. King's—Disqualification of Mr. Cargill—No Recount in Queen's, N. B.

OTTAWA, March 13.—It turns out that the deposit of \$200 paid to the Returning-officer for Carleton County on behalf of Sir John Macdonald on nomination day was not handed in by Sir John's regularly appointed agent, but by Councillor "Jack" Thompson. As The Montreal Gazette defends the action of the Queen's County Returning-officer in counting in the defeated Tory candidate because Mr. King's deposit was not made by his official agent, it should now demand that the seat for Carleton shall be awarded to Mr. J. K. Stewart. If Mr. King's election was not legal, then neither was Sir John Macdonald's. Has Mr. White's organ one election law for Tory and another for Reform candidates?

EAST BRUCE.

It is rumored to-night that, finding Mr. Cargill's election for East Bruce null and void, the Government have issued a writ for a new election in that riding. This, if true, is a most extraordinary proceeding. Mr. Cargill's return was gazetted yesterday, but it is claimed that he had not resigned his position as postmaster before he was elected. Now it is clear that if Mr. Cargill was not eligible as a candidate, the seat belongs to Mr. Wells, whose rights cannot be taken away by the issuing of a new writ and the holding of a new election.

HALDIMAND RE-COUNT.

CATARAUGUS, March 12.—Judge Upper was announced to give his decision on the re-count in the Haldimand election to-day. He reserved his decision as to throwing out the vote in number three, Oneida, on the ground that the returning officer's name instead of in

A MOONLIGHT RUN.

LONDON WELCOMES WITH ENTHUSIASM THE EARLY BIRD.

Again a Little Ahead of Time—Sights and Scenes by the Way—Sad Fate of a Burlington Skunk—Timing the Flyer on London Platform.

A star-bespangled sky, dazzlingly clear moonlight, and sharp frosty air gave promise on Saturday morning of a swift journey to London by THE GLOBE special train. When the atmosphere is damp and misty the rails are clammy and the wheels of the locomotive are inclined to slip. The train men, too, cannot see as well and have to be cautious in all their movements. But give them a calm, clear, dry night and they are as happy as sailors when favoring breezes blow and there are no signs of squalls. There were

CHANGES.

in the staff of the special on Saturday. All along Engineers Domville and Gowanlock with their respective firemen, have run alternate trips, but the rest of the men who were to compose the two crews permanently in charge of the train had not been decided upon. In consequence some of the hands have had to work very hard. On Saturday, however, Conductor McKay replaced Conductor McIntosh, with Mr. R. T. Smith as baggageman and Mr. Jas. Hunt as brakeman. Engineer Gowanlock handled locomotive 872 and passenger car 672 was hitched in place of the parlor coach "Toronto." Exactly on time the train steamed out of the depot and

THREADED ITS WAY.

through the yard and past the Queen's wharf without stopping. At Mimico a freight was passed, and nothing worth narrating took place until the train was passing Burlington. The locomotive was running smoothly and well under a full head of steam, and the keen eyes of Engineer Gowanlock rested on a clear track and no danger signals. Suddenly Conductor McKay's face changed color, and the brakeman who was beside him

GRASPED THE BACK OF HIS SEAT.

convulsively and seemed to be struggling with some deep emotion. One of THE GLOBE staff who was seated a short distance forward was also not unmoved. He turned quickly around, but it was unnecessary to ask any questions, for the unutterable odor that filled the car placed doubt out of the question. A skunk was in the neighborhood, and to judge by the sense of smell it might have been the size of a yearling calf. "We've killed him, I guess," observed Brakeman Hunt as the conductor

BURIED HIS FACE.

in his handkerchief, and everyone bore the infliction to the best of his ability. But 50 miles an hour soon shook off the perfume of the skunk and the occupants of

MARCH 14 1887

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At the Junction Cut, which was reached with two minutes to spare, the consignment of GLOBES for Hamilton was transferred to the

MARCH 14
1887

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At the Junction Cut, which was reached with two minutes to spare, the consignment of GLOBES for Hamilton was transferred to the engine in waiting which then started without delay for its destination. After the Dundas grade had been ~~passed~~ a swift and uninterrupted run towards London commenced. Along this stretch the baggageman has to keep

A SHARP LOOK OUT

so as to throw out the canvas bags containing the papers at the right moment, for if he does not it may alight hundreds of yards out of the way. A shriek from the locomotive announces the proximity of a station, and then the baggageman opens the sliding side door of the car a couple of feet and bag in hand stands ready. Suddenly some lights flash by, the bag has gone, and away in rear of the train the eye distinguishes

A STOOPING FIGURE

and a swinging lantern, which almost immediately fade into darkness.

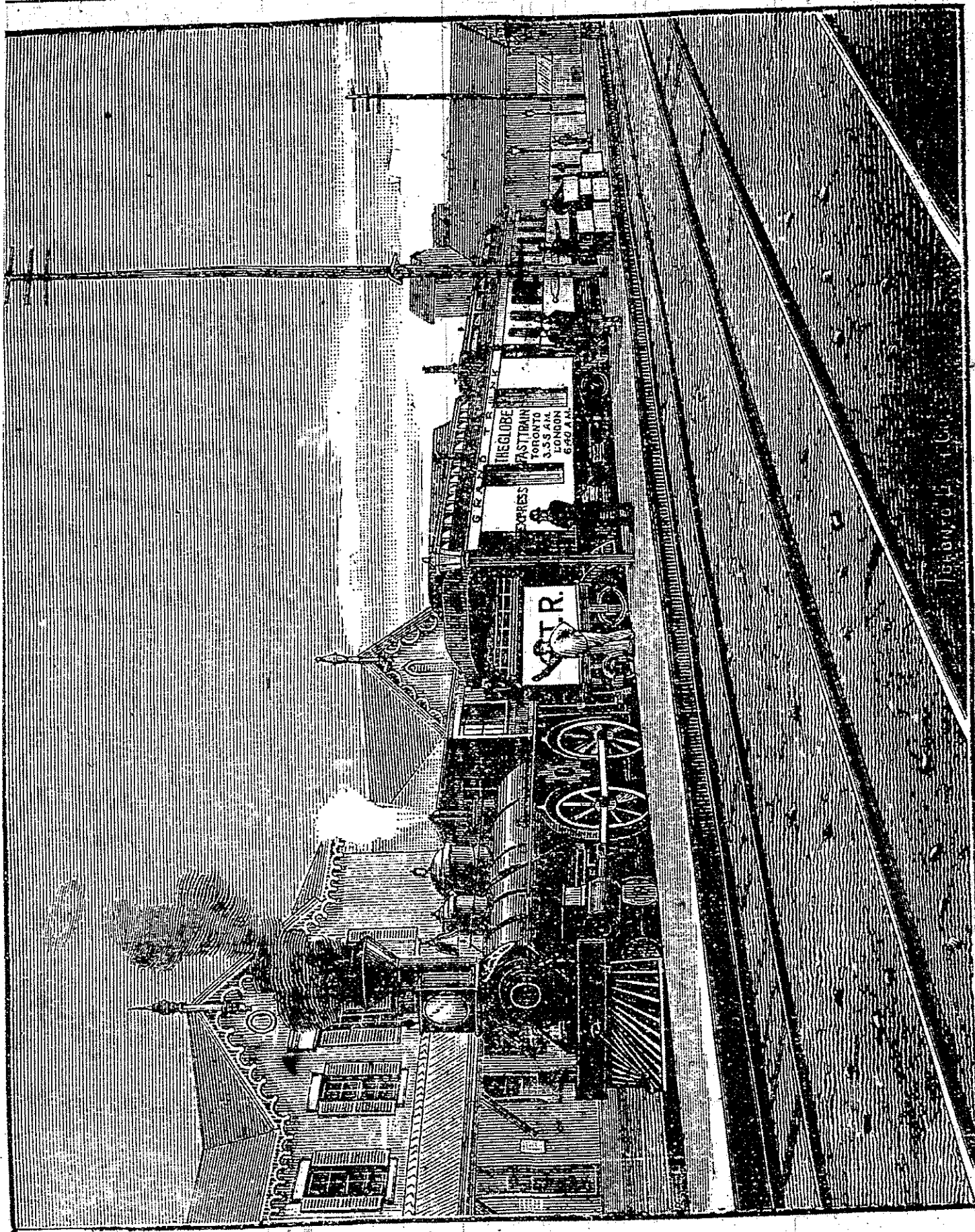
The moon sets now so near to sunrise that the light of dawn almost mingles with that from the orb of night. The smoke from the farm house chimneys, suggestive of fried pork and other substantial fare is, however, a criterion of the advancing hour, and an early traveller can scarcely fail to note that proportionately there is far more activity about sunrise in the country than in towns or villages. Woodstock and Ingersoll are reached ahead of time, then Dorchester is left behind, and soon the widely scattered buildings around London East come in view. A great deal of interest is taken

AT LONDON STATION

in THE GLOBE special, and as the train runs in towards the platform officials and others are noted watches in hand eagerly marking the time made by the flyer. When she is ahead everyone seems wonderfully pleased, and it may be remarked that so far she has "got there" almost to a minute.

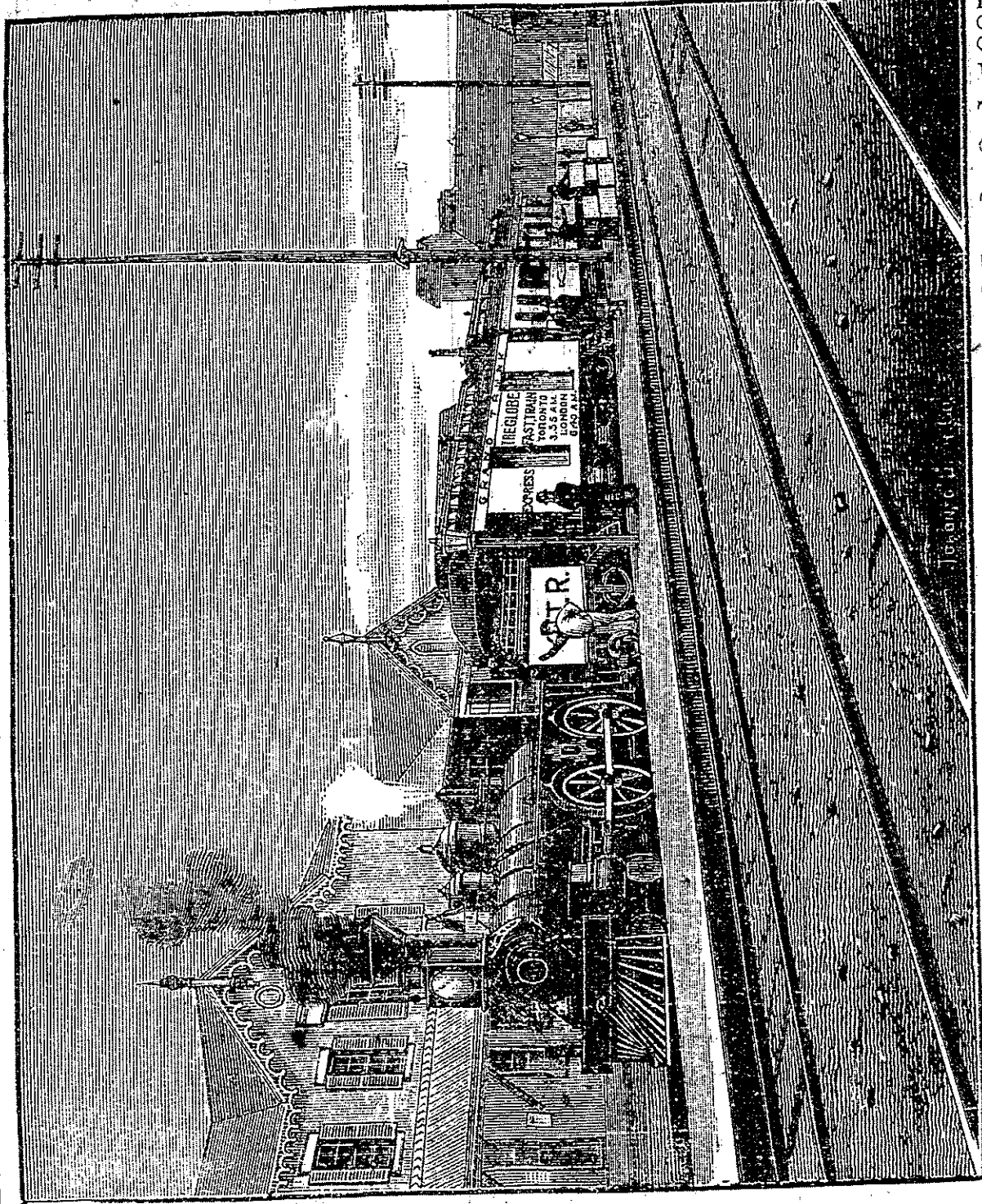
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THE GLOBE TORONTO SATURDAY MARCH 19 1887.

THE GLOBE SPECIAL FAST TRAIN.



Upon its arrival at London Station on Thursday, March 3rd, 1887.

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THE DAILY GLOBE.

(Cornwall Freeholder.)

The Toronto Globe has always been the leading newspaper of the Dominion, and its enterprise is proverbial. Lately it has inaugurated a fast train service of its own in Western Ontario, which delivers the papers in London at 6:40 a. m., and all over the peninsula several hours earlier than ever before, in fact allowing most people to peruse the leading Canadian daily at their breakfast tables. No increase in the subscription price has been made, but on the contrary it has been reduced from \$7 to \$5 a year, or two cents a copy. We are glad to know that already The Globe is beginning to reap the fruits of its enterprise in a largely increased subscription list. No journal deserves success better.

(Norwich Gazette.)

The Toronto Globe, by its latest enterprise, has outstripped all its previous efforts and has given ample evidence that the old journalistic war-horse that leads the van is not only not dead yet, but that it is very much alive. The Globe has, for many years, been the leading representative of Canadian journalism, and in shouldering the expense of running a lightning express in the early morning hours to London in time to catch all westward-bound trains, gives only another evidence of the pluck which characterised the journal in question when many of the men of to-day wore short clothes. The enterprise in question lands The Globe at Norwich at 9 a. m., and gives any amount of gratification throughout this section.

(Whitby Chronicle.)

The Globe has again shown commendable enterprise and now outstrips all its rivals in the matter of early delivery in so far as the western portion of the province is concerned at least. A special train leaves Toronto every morning about 3:45 and travels westward at the rate of about 50 miles an hour and comes at London at 6:40, thus placing the morning edition of The Globe in the hands of the western subscribers several hours earlier than formerly. The price of subscription has been reduced from \$7 to \$5 with the expectation of increasing patronage providing against loss. We think The Globe might extend to the eastern section the boon it has so generously conferred on the people of the western Peninsula.

(Haldimand Advocate.)

The Globe took a great step forward last week by putting on a fast train between Toron-

to and London, and reducing the price to \$5 a year. The Globe is now placed on the breakfast table of the people of London, and more remote points are reached at an early hour of the day. The Globe is the most enterprising paper in Canada, and this step will place it a long way in front of all competitors. We hope its latest venture will be a complete success.

(Alvinston Free Press.)

Thursday morning of last week The Globe embarked upon a great enterprise. It has engaged a special train which will carry nothing but The Globe, and which will run on fast time to London via the Southern Division of the G. T. R., reaching the Western Metropolis by 6:45 a. m., in time to make connection with all the morning trains leaving that important centre. The practical effect of this undertaking will be that The Globe can be placed upon the breakfast tables of one half of the people in the densely populated Western Peninsula. Its subscription price is no more, but it has been reduced to \$5 per annum. The Globe company are hustlers.

(Paris Review)

"Bills printed while you wait" used to be considered the very acme of typographical celerity; but "a Toronto morning paper on Western Ontario breakfast tables" is something so stupendously wonderful in printing enterprise that the other feat is not to be mentioned on the same day with it. The Globe now reaches Paris at 5:30 a. m., and other points in the West proportionately early. The edition is carried on a Globe special train leaving Toronto at 3:50 a. m. and arriving at London at 6:40 a. m. The Globe still leads the van in Canadian journalism!

(Forest Free Press.)

The Globe's great stroke of enterprise in running a special train to London every morning promises to be a success. One week has now elapsed since the movement was inaugurated and every morning The Globe has reached Forest at 10:40 with the same train that brings the London papers.

(St. John's, Que. News.)

The Toronto Globe has reduced its price from \$6 to \$5 per annum and runs a special fast train every morning from Toronto to London simply for the conveyance of the paper to subscribers at that place and en route. The Globe is now delivered in London before 7 o'clock a. m., the run being made in less than three hours. This is certainly an illus-

tration of enterprise which is unparalleled in the history of Canadian journalism.

(Bruce Reporter.)

The Toronto Globe, which has heretofore arrived in Kincardine by the 5 p. m. train from Palmerston, now comes by way of London and reaches here at 2:20 p. m. The Globe has chartered a special fast train for its own service and leaves Toronto as soon as the papers are printed each morning and goes west as far as London, where it arrives at 6:40 a. m. in time to catch all the regular trains leaving that point. The readers of The Globe appreciate this new move and there is no doubt but that the circulation of that paper will be materially increased.

(Deseronto Tribune.)

The Toronto Globe, with wonderful enterprise, has engaged a special train to carry The Globe only from Toronto to London, arriving in the latter city at 6:45. At London this train connects with others going in different directions, thus enabling the great newspaper to be placed in the hands of its patrons in all parts of the western peninsula from three to five hours earlier than by former arrangements. The price of The Globe has also been reduced from \$7 to \$5 per annum, single copies of the regular edition being only two cents.

(Morrisburgh Herald.)

The Toronto Globe with the energy which characterises its management has engaged a special fast train to carry nothing but Globes west from Toronto, so as to deliver the morning issue promptly early in the day. It has also been reduced in price to \$5 per year or 10 cents per week. This is in keeping with the journal that is the acknowledged superior of all Canadian publications, and we wish The Globe abundant return for the immense outlay this departure will necessitate.

(Napane Express.)

The Globe has made another step onward, outstripping all rivals. It has engaged a special train which will carry nothing but The Globe on fast time to London, and the price of The Morning Globe has been reduced to \$5 per annum. The Globe is certainly the best and most enterprising paper in Canada.

(Sarnia Observer.)

The Toronto Globe has undertaken the cost of a special train between Toronto and London in order to place its morning edition in the hands of its readers, as far west as Sarnia by breakfast time. This stroke of enterprise gives The Globe an immense advan-

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tration of enterprise which is unparalleled in the history of Canadian journalism.

(Bruce Reporter.)

THE TORONTO GLOBE, which has heretofore arrived in Kincardine by the 5 p.m. train from Palmerston, now comes by way of London and reaches here at 2:20 p.m. The GLOBE has chartered a special fast train for its own service and leaves Toronto as soon as the papers are printed each morning and goes west as far as London, where it arrives at 6:40 a.m. in time to catch all the regular trains leaving that point. The readers of THE GLOBE appreciate this new move and there is no doubt but that the circulation of that paper will be materially increased.

(Deseronto Tribune.)

THE TORONTO GLOBE, with wonderful enterprise, has engaged a special train to carry THE GLOBE only from Toronto to London, arriving in the latter city at 6:45. At London this train connects with others going in different directions, thus enabling the great newspaper to be placed in the hands of its patrons in all sections of the western peninsula from three to five hours earlier than by former arrangements. The price of THE GLOBE has also been reduced from \$7 to \$5 per annum, single copies of the regular edition being only two cents.

(Morrisburgh Herald.)

THE TORONTO GLOBE with the energy which characterises its management has engaged a special fast train to carry nothing but GLOBES west from Toronto, so as to deliver the morning issue promptly early in the day. It has also been reduced in price to \$5 per year or 10 cents per week. This is in keeping with the journal that is the acknowledged superior of all Canadian publications, and we wish THE GLOBE abundant return for the immense outlay this departure will necessitate.

(Napanee Express.)

THE GLOBE has made another step onward, outstripping all rivals. It has engaged a special train which will carry nothing but THE GLOBE on fast time to London, and the price of THE MORNING GLOBE has been reduced to \$5 per annum. THE GLOBE is certainly the best and most enterprising paper in Canada.

(Sarnia Observer.)

THE TORONTO GLOBE has undertaken the cost of a special train between Toronto and London, in order to place its morning edition in the hands of its readers, as far west as Sarnia by breakfast time. This stroke of enterprise gives THE GLOBE an immense advan-

tage over its contemporaries and we hope it will prove remunerative. We trust the venture will succeed, as it deserves to do.

(Owen Sound Advertiser.)

THE GLOBE has started a new and certainly laudable career in the way of public enterprise. At great expense it has engaged a special Grand Trunk train to carry THE GLOBE only to London and all intermediate western points; leaving Toronto at 3:55 a.m., arriving in the Western Metropolis at 6:45 a.m., at the same time reducing its price to \$5 per annum. THE GLOBE started out under its old and able founder, George Brown, to lead in Canadian journalism, and from that day to this it has never faltered in its grand purpose. Changes have taken place in its management, but those who have been called to the post of successorship have been wonderfully imbued with the spirit, push, enterprise and patriotism of its illustrious founder, and the consequence is that THE GLOBE will continue to thrive and flourish without

or having its columns stained with the odium of receiving "Boodle" from any illegitimate source. THE GLOBE advocates temperance and takes a high stand on every moral and social question that affects the people. Still we are pained to note the fact that many clergymen and others interested in these questions fail to appreciate the influence of THE GLOBE. They prefer to aid with their countenance and patronage some Tory journal that strives to attain to no pure purpose and advocates no sound moral principles. May THE GLOBE go forward and "conquer all."

(Pickering News.)

The present management of THE TORONTO GLOBE, it is safe to say, is not excelled on this continent for enterprise and push, and we are not surprised, therefore, at the rapid strides being made by that journal. The latest exhibition of the indomitable push displayed by Manager Cameron is the running of a special fast train west of Toronto, which lands THE GLOBE in London at 6:30 a.m.—several hours earlier than usual. The price of the morning issue is also reduced to \$5 per year. Such enterprise deserves success.

(Trenton Courier.)

THE GLOBE has taken a new departure, not in the direction of weakening in its political creed, but in its journalistic enterprise. It now runs a special morning train to London, reaching the metropolitan city of Western Ontario at a quarter to seven a.m., enabling readers of the leading Canadian journal to have it on their breakfast tables. This strik-

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MARCH 19 1887

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ing illustration of energetic management is certain to secure general appreciation. It has also reduced the subscription to \$5 a year. We shall be glad to take subscriptions at this rate for 3, 6 or 12 months.

(Northumberland Enterprise.)

No paper on this continent has displayed greater journalistic enterprise and no paper is so trusted by the great mass of the people as THE TORONTO GLOBE. Its last great stride forward is that a special train on the Grand Trunk railway has been engaged to carry THE MORNING GLOBE—and nothing but THE GLOBE—west to London. Still more, it has reduced its subscription from \$7 per year to \$5. Hurrah for the people's paper!

(Bowmanville Sun.)

THE TORONTO GLOBE has again distanced competitors in enterprise, by hiring a special fast train each morning to convey THE GLOBE from Toronto to London and intervening places, arriving in London at 6.40 a.m., several hours in advance of any other Toronto paper. This shows enterprise which, backed by efficiency in collecting the world's news daily, should be rewarded by largely increased patronage on the part of the public. The price of the morning edition has also been reduced to \$5 per annum, a drop of \$2 in price.

(Tara Leader.)

THE TORONTO DAILY GLOBE has been reduced to \$5 per year, and THE GLOBE train between Toronto and London has been started again, making the run in about three hours, and delivering the Toronto daily at all important points in the west at about breakfast time. If THE GLOBE's truthfulness (politically) was equal to its enterprise, it would be an immense power for good in Canada. Just imagine running a special train nearly 100 miles to deliver newspapers. The genuine greatness of the undertaking will be one of the principal elements in securing its success.

(Wallaceburg Record.)

THE GLOBE with its special is putting their paper into this part of the country along side of the London dailies.

(Sherbrooke, Que. Examiner.)

THE GLOBE, Toronto, now runs a special train carrying its early morning edition to all points between Toronto and London, Ont. In addition to this exhibition of enterprise the price of THE DAILY GLOBE, first edition, has been reduced from \$7 to \$5 a year.

(Petrolen Topic.)

THE TORONTO GLOBE has again distinguished itself as the peer amongst Canadian journals. It has recently arranged to run a special fast train from Toronto, which reaches London at an hour in the morning that enables it to connect with the system of railways in Western Canada and places THE MORNING GLOBE on the breakfast tables of all its readers in this peninsula. It is truly a triumph of journalistic enterprise and deserves recognition. As the train has now been running over a week it has passed beyond the region of speculation and becomes an established fact. All who admire enterprise and desire the extension of newspaper usefulness must wish the new departure a long success.

(Meaford Mirror.)

THE TORONTO GLOBE last Friday announced the reduction of THE MORNING GLOBE from \$7 to \$5 per annum, also the fact of having secured a GLOBE special train by means of which the paper is delivered at London, Ont., at 6.40 a.m. on the morning of publication, at the same time distributing the paper at all intermediate stations. This is one of the greatest feats ever attempted by Canadian journalists, and THE GLOBE company is deserving of credit for the enterprise displayed in thinking of and successfully carrying out the scheme. No doubt the public will appreciate this latest and most brilliant effort on the part of the proprietors and will accord them the support their enterprise merits.

(Picton Times.)

The sensation of the hour in the Canadian newspaper world is THE GLOBE's lightning special train leaving Toronto at 3.30 and reaching London at 6.45 a.m. THE MORNING

MARCH 19

1887

The Globe

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OUR BABY TRAIN.

How the Globe is delivered
at Brantford.

A RAILWAY VELOCIPED.

Notes on the Seven Mile Run
from Harrisburg.

INCIDENTS IN THE GLOBE TRAIN'S HISTORY.

The Testimony of the Late John
Harris—Through a Station Win-
dow—A Commercial Travel-
ler's Early Morning
Surprise.

“I can assure you that among the luxuries of my life I value the morning Globe at my breakfast table far more than anything of similar cost.”

This was one of the utterances of the late Mr. John Harris, of Brantford, to the writer, while discussing the enterprise of THE GLOBE in despatching the early edition to London and intermediate points from six to eight hours ahead of all competitors.

Probably there are few who do not consider the matter in the same light as did Mr. Harris.

But we so soon get accustomed to innovations and rapid communication that only when a failure to connect occurs do we realize what a chain of circumstances constitutes a complete modern newspaper enterprise.

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1889

Toronto
Globe



A TRAVELLING MESSAGE.

While the shippered reader of THE GLOBE is easily winning the news of the world by the morning press, he often forgets what a sacrifice of others' comfort is involved in this addition to his own.

All night long a thousand wires, under ocean and on continents, have been silently conveying words of sorrow or pain, life or death, peace or battle, loss or gain. And busy, tireless fingers and brains have been crystallizing thought into the types and stann plates. Busy wheels have been revolving and the labors of human minds are multiplied ten thousand fold. The press comes in clusters, weary men plod their way homeward in the dim light of the opening day, quickly driven home to convey their loads to the printing, galley engine and waiting train, and as the word "all ready" the rushing train leaves parties for way past stations and over streams, and by quick, stopping stages. All this means liberal expenditure of money

October
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1889

Toronto
Globe



A BULL'S EYE SHOW

and the sacrifice of sleep and rest by the faithful servants who perform their nightly and daily toil.

Some comical things occur in connection with that early hurry westward.

Dogs rush out in frenzied anger. Some attempt the impossible feat of stopping the runaway cyclone on wheels, and many a poor canine has barked its last bark, and yelped its last yelp in that frantic race.

One of the surprising things is how the distributor of the placards bags manages to deposit his change anywhere within reach of its destination.

As a general rule the papers are left just where desired but sometimes an odd dog's owner such as is shown in the accompanying sketch.

The station is St. George. The train is flying, leaving a cloud of swirling mud, dust and fallen leaves behind. The thrower puts unusual energy into his throw, and he makes a bull's eye of the station window.

At Woodstock one morning a commercial traveller, half asleep, was putting westward for the incoming communication. He saw

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Toronto
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THE BLUE TRAIN AND ITS CURE.

Now, he looked out, the morning train from the East. The long of the train, the long silver of the train, and it was not far from him, he was in a horizontal position on the platform. The reader must imagine the rest: the laughing spectators and the cheering train.

Now the Blue train has been pictured and described until most readers of this widely-read journal are familiar with its history.

Since March, 1887, it has gone on its mission with almost clock-like regularity.

It is true that at intervals something happens to either break and a failure to reach its destination, and then the Blue train fails to report on time.

But this happens so seldom that it never causes a complaint.

In fact, a disappointment now and again may be noted just to remind Blue train readers of the time when it might not be checked at any price at the early hour of its promised delivery.

When this early service was introduced the question arose: How can the Blue train be checked in the line of service and what can be done?

A moment's reflection shows that the Blue train is not a train at all, but a service. It is not a train, but a service. It is not a train, but a service. It is not a train, but a service.

October
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1889

solid friends. A railway wheelman was obtained, capable of running at the ordinary speed of a freight train. This was placed in charge of Mr. A. H. Maitland, of Brantford, and for over two years he and his plucky boys, Frank and George, (Fred also assists) have served the City of Brantford faithfully and well.

Soon after six in the morning the delivery begins, and by seven o'clock every morning subscriber knows the history of the world for the preceding 24 hours.

In presenting a sketch of this useful and reliable baby train and its boyish propellers it is probable that it will be new to thousands, for the morning outing demands such early hours that most people are asleep until the work is done. To such this sketch will be interesting, and I trust my artist assistant may succeed in presenting a good view of the manly lads, who deserve well of THE GLOBE publishers and its readers in Brantford and vicinity.

To those who are not familiar with the geographical position of the busy city on the Grand River it may be explained that Brantford contains a population of 12,000. It is noted for its extensive manufacturing establishments, fine retail stores and excellent educational facilities. The town is connected with the main line of the Southern Division of the Grand Trunk Railway by a branch to Harrisburg, a distance of seven or eight miles. This is the route taken by the little subjects of our sketch; and, when it is remembered that THE GLOBE train must be met at 5.15 a.m. at Harrisburg, some idea can be obtained of the ungrinned effort required to perform this work year after year, summer and winter, in heat or cold, wet or dry weather.

If this hastily written sketch leads one Brantford reader to have a more just conception of the labor and cost involved in supplying him with his daily pabulum of news, then it will not be in vain.

October

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1889

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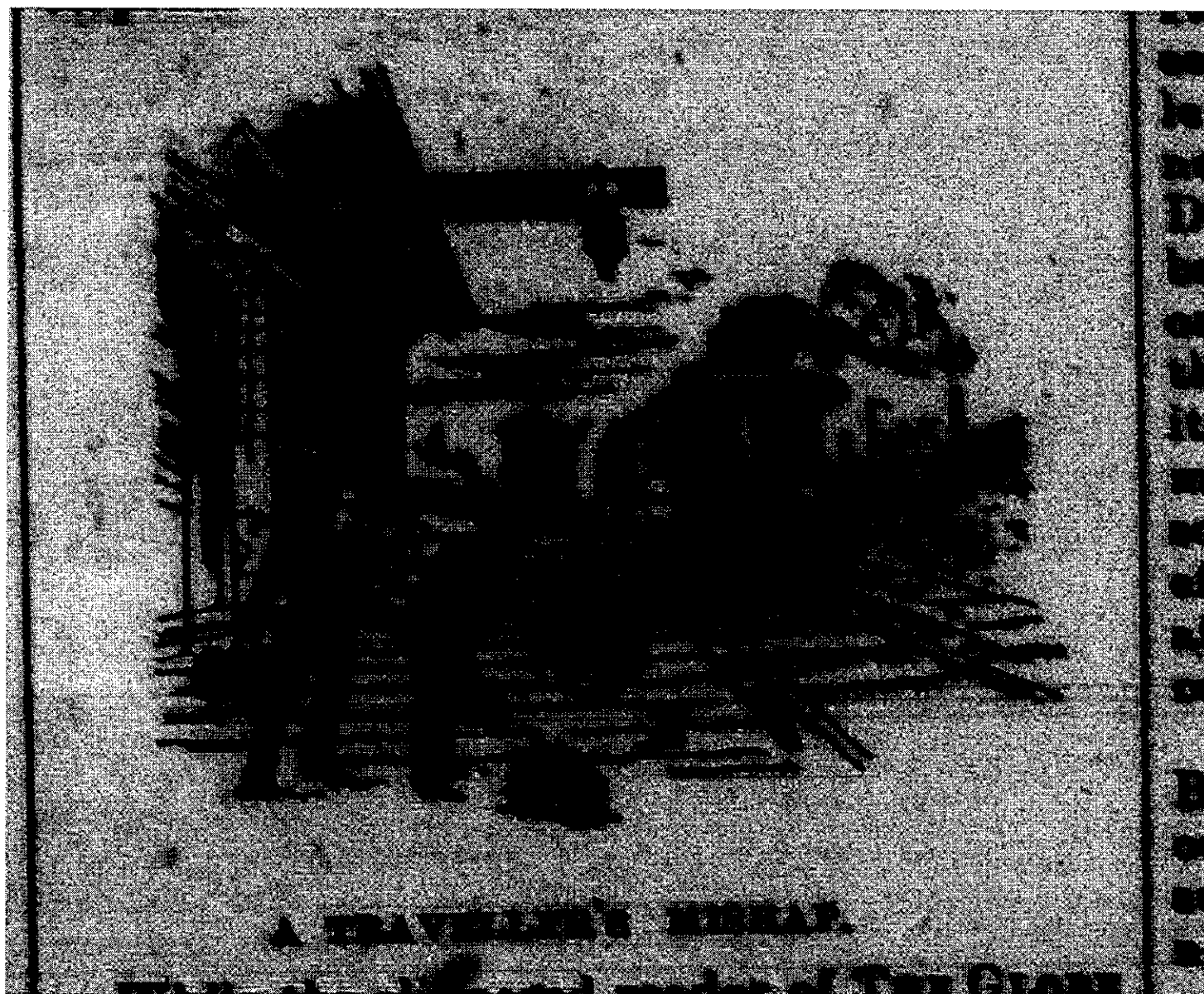
Globe



A TRAVELLER'S MISHAP.

Illustration by the artist of THE GLOBE

October 12
1889
Toronto Globe



A TRAVELLER'S MIRROR.

THE LONDON AND NORTH-WESTERN RAILWAY COMPANY.

PRICE THREE CENTS.

DAY, FEBRUARY 22, 1890.



3.55 A.M.—THE GLOBE FLYER STARTING.

February 22 1890

his melodious voice.

The busy scenes that characterize the Union Station are by no means confined to the daytime. One of the most novel sights that go to show the progress of modern railroading in this last decade of the nineteenth century unfortunately demands the presence of the interested party at the Union Station at about 3.30 in the morning. It is the departure of THE GLOBE flyer at 3.55. Probably there is no contrast so great in the development of Canadian railroads as between this annihilator of time and the old slow coaches of the O. S. & H. R. R. of the early days of '53. Every morning but Sunday "702" stands with its nose poked out of the west entrance of the Union Station, panting like a live thing to be off on its important errand of distributing the news of the world through Western Ontario.

A big white cart, with THE GLOBE handsomely lettered in gold on the sides, is backed up to THE GLOBE car, the thousands of GLOBES, done up in stout bags and packages, are handed in to the conductor, and with a half-stifled snort THE GLOBE train is off on its journey, 120 miles to London, where it pulls up shortly before 7. What a contrast this is to the noisy, busy departure of the first train service given to Toronto. Pompous, and full of importance and escaping steam, seemed the old "Toronto," as it stood in front of Sword's Hotel, ready to pull out its great and only original train at 10.30 a.m. And with many a groan and grinding and binding of clanking machinery it started away on its thirty-mile trip, before the admiring gaze of a curious crowd of spectators. Thirty miles—a long trip in those days of slow transit: a mere thirty minutes stretch for THE GLOBE flyer, but a matter of three hours for the old "Toronto" or its consort, the "Lady Elgin."

Only a short time has elapsed since THE GLOBE train rushed out into the darkness, carrying its freight of intellectual food to all parts of Western Canada, news of the everlasting overhanging, but seldom deadly, European war cloud; news of the deliberations of Senates and of dreadful doings by flood and field; accidents by fire and by water—all sorts of news that forms mental food for all varieties of readers, and now the stillness of the early morn is again broken by the rattle of waggons and the work of supplying physical food—daily bread—for the people of a great city has commenced. Down the streets converging at the depot come the waggons of the milk dealers, and to the unloading point the milk cars that have been brought from diverse points over a wide section of country are drawn up so that their contents may be transferred to the waiting vehicles. And while the train men unload their cars in the dim light, the cooks who will use the milk in the preparation of breakfast still sleep the sleep of the—heavy eater.

If this were a moralising tour the present would be an appropriate time for the intro-

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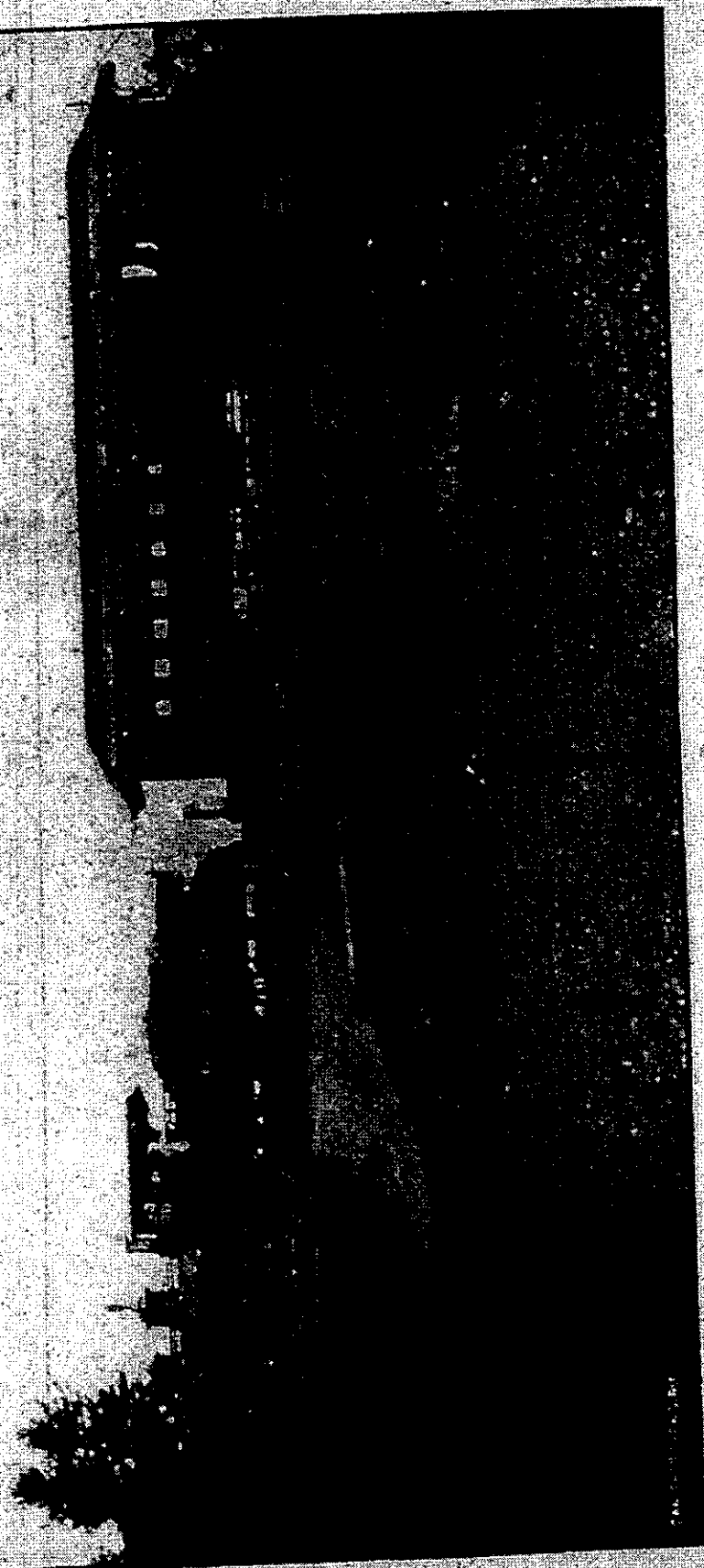
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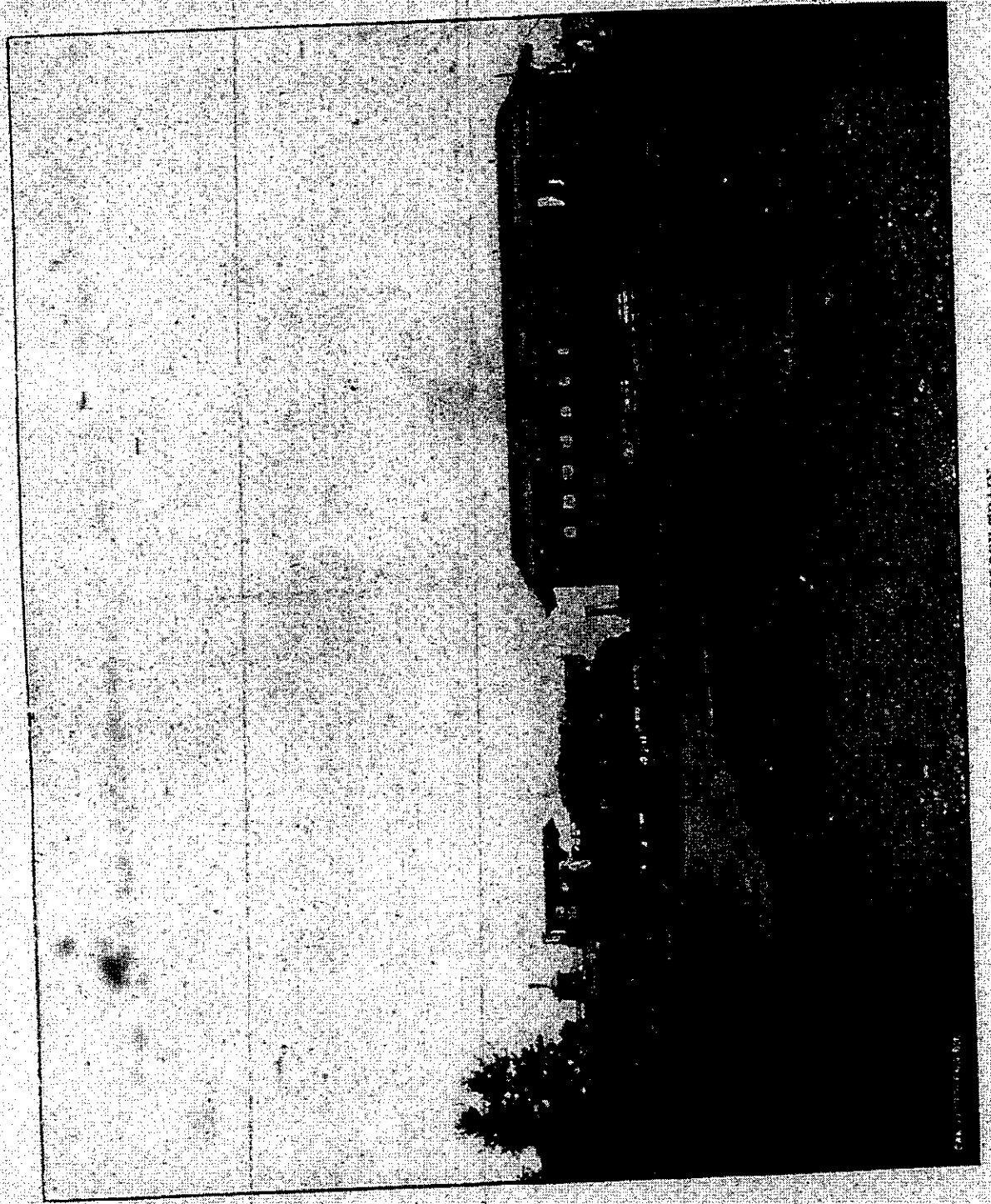
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THE CELEBRATED GLOBE TRAIN.

TORONTO, SATURDAY, OCTOBER 10, 1891.



THE CELEBRATED GLOBE TRAIN.

MARCH 7 1891

16

FOUR TRAINS OF GLOBES.

An Event Unparalleled in Journalistic Enterprise.

HOW THE NEWS WAS SPED.

Special Trains North, West and East.

The Celebrated Globe Flyer and its Three Companions for the Day—True Newspaper Enterprise.

An ink black night and a wind that blows as cold as if the north pole had recently been pulled up and planted within a few miles of Toronto.

The Union Station, dark, deserted and cavernous. The hour 3.50 a.m. To the southward of the station gleam a few flickering torches and the clang of a hammer is heard as of someone tapping the wheels of cars. By-and-bye the snorting of engines pulling out of the round house in the distance is heard, and now and again dim shadows as of men can be seen approaching and leaving the cars.

And the reason of it all. On Thursday from morning to night the people of Ontario recorded their opinion as to how the country should be governed for the next four years, and now in a hundred thousand homes there is some one who tries ineffectually to sleep and gives it up with the remark, "I wonder how the country went."

To the waiting ones the news will soon be carried. In a few minutes four trains chartered by THE GLOBE, the regular flyer to London and Windsor, a special to Stratford along the Grand Trunk main line west, another east to Belleville and Kingston, and still another north to Collingwood, will bear thousands of copies of THE GLOBE that will tell the result. The first train to leave is the regular GLOBE flyer, the fastest train in America. Waggon's rattle up and deposit their loads and return in hot haste to THE GLOBE building, where still the papers are flowing out of the big presses in a steady stream. The total number of extra papers sent off was between fourteen and fifteen thousand. Every copy was expressly ordered; not a single GLOBE was sent out on either of the four Globe trains on speculation. Of course the old Globe flyer took the bulk of the news, but several thousands went on

after the turmoil of the day. The three experienced officials who formed the staff of the train that morning consumed but little time in disbursing Hamilton's share—and it was no meagre one—of the bags entrusted to their care.

With a puff and a snort we were speeding along the iron road at 50 miles an hour. A package here and a package there were thrown off at the smaller stations. The next stopping place was Paris. Some early birds had ventured out to sniff the morning air, but almost before we had seen them Paris is left behind. The news vender has opened his bag—which to him is a bag of treasure—and the little group are soon eagerly scanning the contents of THE GLOBE. As we approach Woodstock the first streaks of dawn were visible on the horizon. It was a beautiful sunrise. The eastern sky was bathed in gold. The sun climbed slowly upwards, surrounded by a halo of glory, but he soon disappeared from view, concealed by the thick, cloudy masses that covered the sky. When the train reached Woodstock there were about 50 persons on the platform. Several little groups were discussing the gains and losses of the preceding day; whatever their feelings were they did nothing to demonstrate them. That they were deeply interested in the question of the hour was manifest from the eagerness with which

bag at them. They must have been all Grits, and Mulock's victory and the snatches of Ontario news received on the evening of Thursday may have prepared them for a Reform victory. King would be a good place to plant New Brunswickers; the very air smells of Reform. At Newmarket we could not see anyone, but made a bullseye with the bag. At Holland Landing, where we stopped for a moment, a tall, red-bearded man, with ice on his moustache, sidled up to the car and asked for a paper. I believe he must have stayed up all night for it. Possibly he is snowed out with the news over Lake Simcoe yet. At Bradford there were quite a few people at the station, and from that point on to Collingwood the "Globe special" was regarded with great approbation. The papers for Barrie and Gravenhurst were left off at Allandale, and the shores of the Georgian Bay were reached on time at 7.30, half an hour before the train conveying the other Toronto papers left the city.

The Stratford Special.

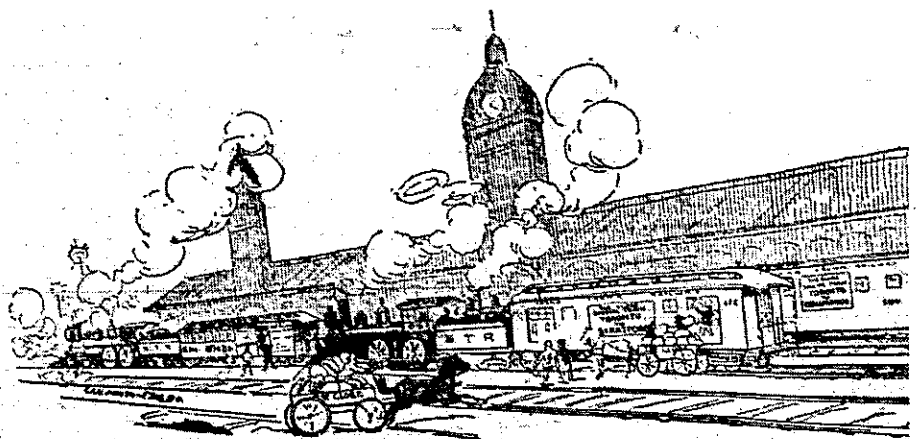
The Stratford special was timed to leave the Union Station at 4.10, but it was seven minutes after that time when she pulled out, made up of an engine and one car. The preparations for departure seemed to have something mysterious about them. If instead of the special's mission being a prosaic delivery of newspapers it had been

counters were well over a half the city, in were being read; papers arrived; that is told.

The eastern leave at 4 a.m. if accident it was engine began to into the quiet de charge of Coach was assisted by Albert Wadlow. was at the lever

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THE FOUR GLOBE SPECIALS AT THE

they snatched up the papers and scanned the front pages. There was a stoppage of ten minutes here. The special had to wait for the passage of the No. 2 express from Chicago to Suspension Bridge. As soon as the way was clear the train resumed, and full speed was

weighty with some dark plot the feeling of hurrying secrecy would have been accountable.

The engine stands impatiently puffing, every moment or two snorting through its steam valve a vehemence of impatience; the delivery waggons gallop up to the open of the car, and when the great bags

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deposit their loads and return to the building, where still the papers are flowing out of the big presses in a steady stream. The total number of extra papers sent off was between fourteen and fifteen thousand. Every copy was expressly ordered; not a single Globe was sent out on either of the four Globe trains. The bulk of course the old Globe flyer took the bulk of these extras, but several thousands went on each of the other trains. The flyer itself sped right to Windsor yesterday, and carried down into Essex County by 8 o'clock in the morning the details of the great fight in which it had borne so gallant a part. The despatching of four trains in this way by one newspaper to bear through the counties the news of a general election is unprecedented either in Canada or any other part of the world. It was genuine enterprise, such enterprise as the public like to see and are always delighted to recognize. The Evening Telegram last night contained the following appreciative paragraph in reference to the Globe's enterprise:—

"Real Enterprise.
The papers of Toronto are constantly standing around roaring about their obligations and the advantages that their columns offer to advertisers. Their clamor is terrific, especially as they try to shout each other down. If they would make less noise about their obligations and follow legitimate enterprise, like the Globe, it would amount to something. The Globe's enterprise in providing four special trains to distribute the election news is a credit to it and a credit to journalism."

"All aboard" is the cry as the conductor, peering into the face of his watch, sees the hands reach 3.55. In an instant the first train moves out of the yard, and the despatchers hurry toward the second one, the east-bound train. Still the waggoners arrive with bags full of papers and hurry back for more. Promptly at 4 o'clock the train for the east pulls out, and the despatchers hurry in their work. And five minutes forward the last of the four couriers bearing the news of battle is speeding through the maze of tracks toward Parkdale on its way to the shores of Georgian Bay. The general effect of the despatch of these four trains was that the Globe was on the breakfast table at London, Guelph, Berlin, Galt, Port Hope, Belleville, Barrie, Orillia, Whitby, Oshawa, Brantford, St. Thomas, Collingwood and scores of other places east, west and north, with complete details of the returns, an enjoyment the readers of other Toronto newspapers had to wait for for anywhere from four to eight hours.

The Globe Flyer.

they snatched up the papers and scanned the front pages. There was a stoppage of ten minutes here. The special had to wait for the passage of the No. 2 express from Chicago to Suspension Bridge. As soon as the way was clear the journey was resumed, and full speed was maintained until London was reached. There was a very perceptible lightening of the load at the Forest City. There the Camfield express was waiting, and there were the wide and populous ridings of Middlesex to be supplied. The crowd at the station was larger than at Woodstock, but it was just as quiet—as undemonstrative. London, I was told, feels proud of the victory she achieved for the Reform cause. The South London voters did their work well, and men who can gauge the local feeling say that Toryism will be altogether doomed when the other suburbs are incorporated in the city constituency. Four minutes sufficed to do the work here and the engine was again plunging its way to the westward. Chatham was the next place of stoppage, and there as elsewhere was a group of expectant politicians, anxious to discuss the result of the contest at the breakfast table. The rapidly vanishing stock of papers was now well-nigh exhausted. A few packages and the bags labelled for Windsor were all now on board. The last section of the journey was begun and ended in an hour. It was just 9.14 when the special drew up at the terminus by the Detroit River. Its work for the day was done. All the sections had been made and the final stage of the journey accomplished within a few minutes of the scheduled time.

The men of Essex County, proud of the victory they had won, were assembled in force when the train arrived. There had been tremendous excitement in the town on Thursday, but yesterday morning it had subsided, only to break out again with renewed vigor in the evening, when Mr. William McGregor's triumph was celebrated with festivity and general rejoicing. The Windsor men I talked with think it is significant that the Ontario constituencies which bear the closest relations to the United States should have expressed themselves so unequivocally in favor of unrestricted reciprocity. In North Essex, Lincoln and in Welland the people showed in emphatic terms how they regarded their neighbors south of the line. Said a prominent townsman of Windsor as he stood on the platform watching the last parcel of Globe's disappear: "We don't want sentiment touching our pocket too

weighty with some dark plot the feeling of hurrying secrecy would have been accountable. The engine stands impatiently puffing every moment or two snorting through its steam valve a vehemence of impatience; the delivery waggons gallop up to the open doors of the car, and when the great bags of papers are thrown in rush off again. In the side the car the train men move about in shadowy indistinctness through the yellow haze of a smoky, chimney-less lamp; some workmen with a shadow-throwing torch are under the car hammering a draw-head; the bright buttons of the station policeman, who is standing by to watch the special leave, shine in the light of passing lanterns; a delivery wagon dashes up with a clatter of horse hoofs, and more bags are thrown into the car; two men hurriedly nail a large placard on each side of the car:

THE GLOBE SPECIAL TRAIN!
TORONTO TO STRATFORD;
the restless puffing of the engine makes the air throb with business, the fast bundles of papers come dashing down to the train, the blue-jacketed driver opens the throttle and the special tunnels its way through the darkness.

In the car are the conductor and two train men and a member of the Globe staff. The first few minutes are spent in trying to encourage the fires in the car stoves into a glow of cordiality. The reporter makes for himself a couch with the bags of paper, and the conductor remarks that he "will not find the ride very comfortable." He falls into a sleep and has an impression that he has been told that Carlton wants to know where its bundle is. The speed increases, the car aways and cranks, the clock-dial of the trucks over the joints of the rails quickens, and when the wheels seem to be lifted for an instant from the track the sleeper is awakened. He finds only one of the fires has responded to the seductive brakeman, that the other one has sulked itself out and he is eliding with cold beside it.

Drampton was reached at six minutes past 6, and a stop is made that the engine may take in water. The time being made is not fast when compared with the regular Globe flyer's schedule, but the special strikes a lively gait sometimes. Guelph is reached at two minutes past 6, just as the first grey of morning appears behind us. Nowaboy and newelcars are waiting at the station to

THE FOUR GLOBE SPECIALS AT THE UNION STATION.

Ahead plunged and leaped the engines, distinctly separated from the surrounding darkness and yet marked by its fire lights. The heaped coal in the tall stood out black against the glow of the engine cab, and the mouth of the smokestack and the trailing line of an

The temptation has been sore to something about the "engine snort," but every time honestly has steered in and insisted that the engine did "snort." It was a remarkably quiet well-behaved engine, waiting for its votings its whole energies to compress maximum of distances into a minimum time. Once in a while it did blow its whistle, but it was with an eye arched business and evidently having no reference to the slumbering farm houses that

Just before we started from the Station there had been nailing on of the car a large placard announcing this was

THE GLOBE SPECIAL TRAIN FROM TORONTO TO STRATFORD. When it became light that place gone, and the four rails stood out bare, holding fragments of past. It is no idle thing for a placard to be the side of a Globe flyer.

All along it was a race against the breakfast table. At first we had decidedly better of it. At Little York one could possibly be unless it was a railway man who "early call," and even he could at Globe until the newelcars or office opened. This was equally several stations that followed, and winning quite comfortably. But when the dawn began to break seemed to pick up some faint interest, and as we sped along in the evening daylight it became possible early table might beat us. Then was "nip and tuck" and "heat and fudge" and "saw and wheelbarrow" of incomprehensible sports until we rushed across the River into Belleville at 7.35, early as the reasonable breakfast table in the it was at Ploistering in the den which precedes the dawn that we learned that we had made a minutes that we lost in starting that point on the train was frequent of time, and could have made a

ing "if necessary, without tool were all men and we lost nothing at Belleville. Our "crossings" By the side of the cold lake came with a weird beauty. The slow fading of the night it already done—overdone, linked together for any season, some desired. Given a mountain top watched by tourists, and turn to Mark Twain's "Innocence for a most vivid and real picture that must come there. Give these conditions and you

train for the east pulls out, and the despatchers hurry in their work. The Stratford train goes at 4.10, and five minutes afterward the last of the four couriers bearing the news of battle is speeding through the maze of tracks toward Parkdale on its way to the shores of Georgian Bay. The general effect of the despatch of these four trains was that THE GLOBE was on the breakfast table at London, Guelph, Berlin, Galt, Port Hope, Belleville, Barrie, Orillia, Whitby, Oshawa, Brantford, St. Thomas, Collingwood and scores of other places east, west and north, with complete details of the returns, an enjoyment the readers of other Toronto newspapers had to wait for for anywhere from four to eight hours.

The Globe Flyer.

The atmosphere was cold and raw, the sky was leaden and dull. At the Union depot the transfer of the thousands of GLOBES destined for the special flyer had been effected quick as thought. In the twinkling of an eye the well-filled bags had been heaved from the waggons to the renowned special, and there they lay in their massive bulk on the floor of the car as I took my place on a soft and inviting, warmly-upholstered, couch-like seat. Every week-day morning, while the finger on the dial of the station clock points towards the fourth watch, the stillness of the air is broken. You hear the shrieking of the steam whistle, the snorting of the engine, the banging of the couplers, and you see active, energetic, vigorous hands at work—you see, you hear, you understand it all. But yesterday morning the occasion was sui generis. There was the special flyer as heretofore, but it was not alone. It was one of four chartered, with an enterprise almost unparalleled in the annals of modern journalism, to convey the intelligence of the struggle in which every Canadian was deeply interested—in which so many had played an important part. To the east, to the west, to the north the tidings were borne as if on the wings of the wind. There was little time lost in effecting the despatch. The general manager of THE GLOBE with watchful eye directed by word or gesture the movements of the men around him. Promptly to the moment, 3.55, the special for the west moved off. A few moments and the city with its suburbs were left behind. Swiftly sped the engine on the road through the snow-covered fields and wintry woods; Junction Cut was the first stoppage. It was there the papers for Hamilton were transferred. It was yet too early for any to be astir save those whose duty brought them out. Away two miles distant the city was wrapped in slumber—sleeping peacefully and contentedly

when the train arrived. There was tremendous excitement in the town on Thursday, but yesterday morning it had subsided, only to break out again with renewed vigor in the evening, when Mr. William McGregor's triumph was celebrated with festivity and general rejoicing. The Windsor men I talked with think it is significant that the Ontario constituencies which bear the closest relations to the United States should have expressed themselves so unequivocally in favor of unrestricted reciprocity. In North Essex, Lincoln and in Welland the people showed in emphatic terms how they regarded their neighbors south of the line. Said a prominent townsman of Windsor as he stood on the platform watching the last parcel of GLOBE's disappear: "We don't want sentiment here. Restriction touches our pocket too deeply."

The Collingwood Train.

It was a pretty straight stretch covered at a splendid speed that THE GLOBE special to Collingwood covered. When I climbed aboard the mail car in which the bags of papers were conveyed the train hands were talking politics. In a couple of minutes more the conductor swung his green lamp and we started off while the trainmen scanned the running orders as carefully as a moment before they had looked over the Government gains and losses. It is a fine thing to travel on a catapult on wheels that shoots you first to one side and then another—a fine thing for the trainmen who look on and smile at you as a sailor does at a lannaman trying to walk a slippery deck in a choppy sea. I sat down after a few minutes and watched the officials sorting out the bags to be thrown out at the various stations as the train flew past. They did not look much but they meant a great deal. The result of a campaign fought with more vigor than any of recent times would in a short time be taken out of the bag. This to North York we are passing through. At a few minutes past five the conductor opens the sidedoor, letting in a large quantity of over-proof winter, and waits for Richmond Hill. It comes. At least we shoot past something that looks about as broad as my little finger and the brakeman fires a bag of papers at it. It was a small mark and a quick shot, but I think he struck it. There may have been a man in the station waiting for the bag—in fact, I thought I saw a dark shadow about the width of a pin. But I am not sure; you can't swear to accurate observation at 45 or 50 miles an hour. At King the pace was a little less and we could see some people in the station as we shot past. We fired a

The speed increased, the clock over the joints of when the wheels instant from the awakened. He

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Brampton was past 5, and a stop may take in what is not fast when GLOBE flyer's strikes a lively is reached 6, just as the ing appears by

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THE FOUR GLOBE SPECIALS AT THE UNION STATION.

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weighty with some dark plot the feeling of hurrying secrecy would have been account- able.

The engine stands impatiently puffing, every moment or two snorting through its steam valve a vehemence of impatience; the delivery waggons gallop up to the open doors of the car, and when the great bags of papers are thrown in rush off again. Inside the car the train men move about in shadowy indistinctness through the yellow haze of a smoky, chimney-less lamp; some workmen with a shadow-throwing torch are under the car hammering a draw-head; the bright buttons of the station policeman, who is standing by to watch the special leave, shine in the light of passing lanterns; a delivery waggon dashes up with a clatter of horses' hoofs, and more bags are thrown into the car; two men hurriedly nail a large placard on each side of the car:

THE GLOBE SPECIAL TRAIN; TORONTO TO STRATFORD;

the restless puffing of the engine makes the air throb with uneasiness, the last bundles of papers come dashing down to the train, the blue-jeaned driver opens the throttle and the special tunnels its way through the darkness.

In the car are the conductor and two train men and a member of THE GLOBE staff. The first few minutes are spent in trying to encourage the fires in the car stoves into a glow of cordiality. The reporter makes for himself a couch with the bags of paper, and the conductor remarks that he "will not find the ride very comfortable." He falls into a sleep and has an impression that he has been told that Carlton wants to know where its bundle is. The speed increases, the car aways and creaks, the clack-ety-clack of the trucks over the joints of the rails quickens, and when the wheels seem to be lifted for an instant from the track the sleeper is awakened. He finds only one of the fires has responded to the seductive brakeman, that the other one has sulked itself out and he is shivering with cold beside it.

Brampton was reached at six minutes past 5, and a stop is made that the engine may take in water. The time being made is not fast when compared with the regular GLOBE flyer's schedule, but the special strikes a lively gait sometimes. Guelph is reached at two minutes past 6, just as the first grey of morning appears behind us. Newsboys and newsdealers are waiting at the station to get the papers, and three or four white-bearded old men, with coat collars and furs

Ahead plunged and leaped the engine, in- distinctly separated from the surrounding darkness and yet marked by its fierce lights. The heaped coal in the tender stood out black against the glow within the engine cab, and the mouth of the smokestack and the trailing line of smoke were circled with fire.

The temptation has been sore to say something about the "engine snorting ahead," but every time honesty has stepped in and insisted that the engine did not "snort." It was a remarkably quiet and well-behaved engine, wasting no strength in ostentatious and vain display, but de- voting its whole energies to compassing a maximum of distance in a minimum of time. Once in a while it did blow its own whistle, but it was with an eye strictly to business and evidently having no reference to the lumbering farm houses that swept by.

Just before we started from the Union Station there had been nailed on the side of the car a large placard announcing that this was

THE GLOBE'S SPECIAL TRAIN; FROM TORONTO TO BELLEVILLE.

When it became light that placard was gone, and the four nails stood out bare and futile, holding fragments of pasteboard. It is no idle thing for a placard to cling to the side of a Globe "flyer."

All along it was a race against

The Breakfast Table. At first we had decidedly the bet- ter of it. At Little York no one could possibly be breakfasting, unless it was a railway man who had an "early call," and even he could not get a GLOBE until the newsdealers or the post- office opened. This was equally true of several stations that followed, and we were winning quite comfortably "hands down." But when the dawn began to break we com- menced to pick up some faint interest in the contest, and as we sped along in the bright- ening daylight it became possible that an early table might beat us. Then the race was "nip and tuck" and "hammer and tongs" and "saw and wheelbarrow" and all sorts of incomprehensible sporting phrases until we rushed across the River Moira and into Belleville at 7.35, easily ahead of every reasonable breakfast table in the city.

It was at Pickering in the dense darkness which precedes the dawn that we joyfully learned that we had made up the ten minutes that we lost in starting. From that point on the train was frequently ahead of time, and could have made a "bad cross- ing," if necessary, without losing its time at Belleville. Our "crossings," however, were all met and we lost nothing.

By the side of the cold lake the sunrise came with a weird beauty. Descriptions of the slow fading of the night into day are already done—overdone, ticketed and cat- alogued for any season, scenery or clima desired. Given a mountain with a snow cap watched by tourists, and you at once turn to Mark Twain's "Innocents Abroad" for a most vivid and real picture of the sun- rise that must come there. Given a variety of other conditions and you turn up your Ruskin and are never disappointed. Take, blue-grey lake filled

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moil; crossing concession lines along which
there was yesterday hard driving; past
small brick school houses in which subside
echoes of harangues still linger; across farms
whose burdens wait for free trade's sunrise,
and alongside many-windowed factories in
which industry's pulsation will be weakened
by the news we bring.

We were to cross "No. 1" at Berlin, but
she is late, so we go on to Peterburg, the
next station west, and wait for her there.
At 7.10, sharp on time, we enter Stratford.
The railway men along the line wave their
arms to us standing in the open door as we
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We brought more than a thousand extra
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By the side of the cold lake the sunrise came with a weird beauty. Descriptions of the slow fading of the night into day are the slow fading of the night into day are already done—overdone, ticketed and catalogued for any season, scenery or climate desired. Given a mountain with a snow cap watched by tourists, and you at once turn to Mark Twain's "Innocents Abroad" for a most vivid and real picture of the sunrise that must come there. Given a variety of other conditions and you turn up your Ruskin and are never disappointed. Take, in this case, a cold, blue-grey lake filled with floating, seething ice; white-crueted waves in the distance breaking on the outermost barriers of ice; snow-covered fields and naked trees etched against the lightening sky, a cloudless horizon and an ever-shifting landscape, and you will easily find in your catalogue or your imagination a picture that will fit. You need not be afraid to take one of the choicest, for it cannot claim more beauty than was shown on yesterday morning. A striking feature of the earliest indication of the dawn was the golden crescent of the moon that hung just above the blue waters of the lake. The first point at which the train was awaited by GLOBE-desiring people was at Port Hope, where a number were assembled on the platform anxious to get an early copy with the full election news. At Cobourg the waiting crowd had considerably increased in size, but owing to the fact that we did not stop until well out of the station their eagerness cannot be vouched for. It is to be presumed, however, that it is to be presumed, however, that people do not come to the station at 6.30 a.m. just "to see the cars." At Whitby bags of papers were thrown off for the Port Perry road, and at Port Hope another northern line was tapped. At Trenton the train for Picton and Prince Edward County was lying with steam up ready to start the moment the bags of papers were put aboard her.

At Belleville THE GLOBE—those that were left of them—were transhipped to Kingston, and reached even there in time for the breakfast table of the later risers of the Limestone City.

Rev. D. V. Lucas of this city the eloquent advocate of temperance reform will speak tomorrow in the Auditorium at 3 p.m. on "The Ultimate Success of the Temperance Movement," and at 7 p.m. on "God Answering Prayer." The Auditorium orchestra, composed entirely of professional men, will play at both services.

The popular Whyte Bros. are to give a special service of sacred song at the Gospel temperance meeting in the Pavilion tomorrow afternoon. An address will be delivered by Mrs. Owen Hitchcock, who speaks with so much acceptance at the meetings on Sunday last.

Fifth Race—1 mile
Baltimore (106), 4 to
Seven others ran.
Sixth Race—64 ft
Banker (103), 3 to 1.
Four others ran.

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GUTTENBERG, M
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Groomsman (99), 1
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Fifth Race—4 n
Dixie (107), 6 to 5.
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Sixth Race—64
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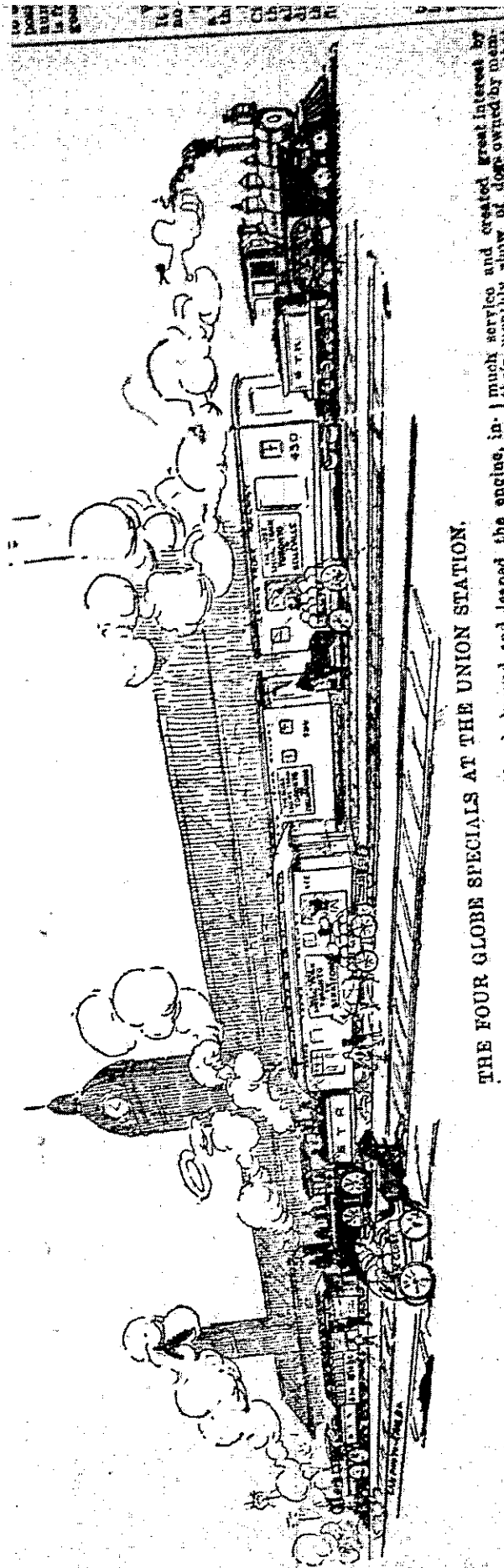
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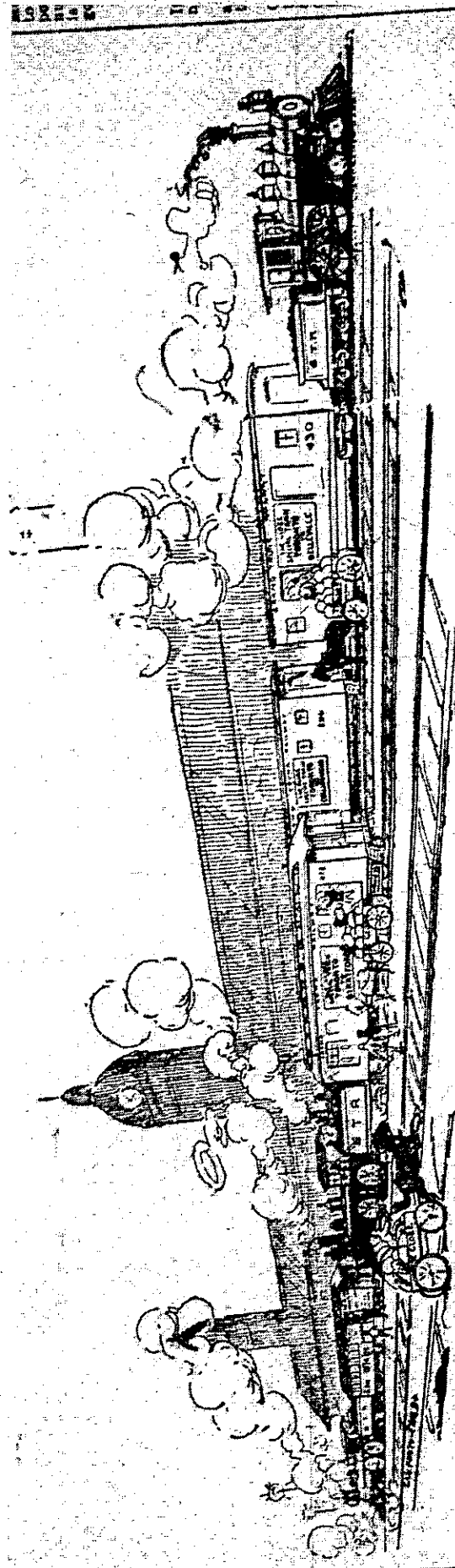
It was a pretty straight stretch covered at a splendid speed that THE GLOBE special to Collingwood covered. When I climbed aboard the mail car in which the bags of papers were conveyed the train hands were talking politics. In a couple of minutes more the conductor swung his green lamp and we started off while the trainmen scanned the running orders as carefully as a moment before they had looked over the Government gains and losses. It is a fine thing to travel on a catapult on wheels that shoots you first to one side and then another—a fine thing for the trainmen who look on and smile at you as a sailor does at a landsman trying to walk a slippery deck in a choppy sea. I sat down after a few minutes and watched the officials sorting out the bags to be thrown out at the various stations as the train flew past. They did not look much but they meant a great deal. The result of a campaign fought with more vigor than any of recent times would in a short time be taken out of the bag. This is North York we are passing through. At a few minutes past five the conductor opens the sidedoor, letting in a large quantity of overproof winter, and waits for Richmond Hill. It comes. At least we shoot past something that looks about as broad as my little finger and the brakeman fires a bag of papers at it. It was a small mark and a quick shot, but I think he struck it. There may have been a man in the station waiting for the bag—in fact, I thought I saw a dark shadow about the width of a pin. But I am not sure; you can't swear to accurate observation at 45 or 50 miles an hour. At King the pace was a little less and we could see some people in the station as we shot past. We fired a

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THE FOUR GLOBE SPECIALS AT THE UNION STATION.

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THE FOUR GLOBE SPECIALS AT THE UNION STATION.

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bag at them. They must have been all Grita, and Mulock's victory and the snatches of Ontario news received on the evening of Thursday may have prepared them for a Reform victory. King would be a good place to plant New Brunswickers; the very air smells of Reform. At Newmarket we could not see anyone, but made a bullseye with the bag. At Holland Landing, where we stopped for a moment, a tall, red-bearded man, with ice on his moustache, sidled up to the car and asked for a paper. I believe he must have stayed up all night for it. Possibly he is snowed out of the news over Lake Simcoe yet. At Bradford there were quite a few people at the station, and from that point on to Collingwood the "Globe special" was regarded with great approbation. The papers for Barrie and Gravenhurst were left off at Allandale, and the shores of the Georgian Bay were reached on time at 7.30, half an hour before the train conveying the other Toronto papers left the city.

The Stratford Special.
The Stratford special was timed to leave the Union Station at 4.10, but it was seven minutes after that time when she pulled out, made up of an engine and one car. The preparations for departure seemed to have something mysterious about them. If instead of the special's mission being a probaic delivery of newspapers it had been

counters were well patronised. In an hour and a half THE GLOBE were scattered all over the city, in all the public places they were being read and when the other Toronto papers arrived their news was "as a tale that is told."

The Eastern Train.
The eastern "special" was scheduled to leave at 4 a.m. sharp, but through a trivial accident it was just 4.10 a.m. when the engine began to draw its solitary car off into the quiet darkness. The train was in charge of Conductor Edwin Sellers, who was assisted by brakemen Wm. Young and Albert Wadlow. Engineer Thomas Hardy was at the lever of "No. 94."

It is to be feared that the run down the deserted Esplanade was not in all points in accordance with the plans and specifications furnished by the city by-laws. At any rate as we flashed past Little York at 4.25 the conductor looked at his watch and said:—"We have gained three minutes already."

And now we were out of sight of the sporadic diamond lights of the city, and rushing along through the succession of field, wood and ravine that make up the typical country-side railway boundary. An engine and a light car do not ride as smoothly as a "Pullman," and the spring is not the best time to test the evenness of road bed. Going to the side of the swaying car little could be seen save the twinkling of the stars through an intermittent veil of smoke, and occasionally flitting ghosts of trees; but the picture that came through the bull's-eye at the front was worth risking a tumble to see.

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after the turmoil of the day. The three experienced officials who formed the staff of the train that morning consumed but little time in disbursing Hamilton's share—and it was no meagre one—of the bags entrusted to their care.

With a puff and a snort we were speed- ing along the iron road at 50 miles an hour. A package here and a package there were thrown off at the smaller sta- tions. The next stopping place was Paris. Some early birds had ventured out to sniff the morning air, but almost before we had seen them Paris is left behind. The news vender has opened his bag—which to him is a bag of treasure—and the little group are soon eagerly scanning the contents of THE GLOBE. As we approach Woodstock the first streaks of dawn were visible on the horizon. It was a beautiful sunrise. The eastern sky was bathed in gold. The sun climbed slowly upwards, surrounded by a halo of glory, but he soon disappeared from view, concealed by the thick, cloudy masses that covered the sky. When the train reached Woodstock there were about 50 persons on the platform. Several little groups were discussing the gains and losses of the preceding day; whatever their feelings were they did nothing to demon- strate them. That they were deeply inter- ested in the question of the hour was mani- fest from the eagerness with which

bag at them. They must have been all Grita, and Mulock's victory and the snatches of Ontario news received on the evening of Thursday may have prepared them for a Reform victory. King would be a good place to plant New Brunswickers; the very air smells of Reform. At New- market we could not see anyone, but made a bullseye with the bag. At Holland Land- ing, where we stopped for a moment, a tall, red-bearded man, with ice on his moustache, sidled up to the car and asked for a paper. I believe he must have stayed up all night for it. Pos- sibly he is snowed out of the news over Lake Simcoe yet. At Bradford there were quite a few people at the station, and from that point on to Collingwood the "Globe special" was regarded with great approba- tion. The papers for Barrie and Graven- hurst were left off at Allandale, and the shores of the Georgian Bay were reached on time at 7.30, half an hour before the train conveying the other Toronto papers left the city.

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through.

THE CELEBRATED GLOBE TRAIN

SOMETHING ABOUT THE WORK IT IS DOING—
ITS THREE YEARS' RECORD.

In no department of modern civilisation have greater changes been wrought than in the conveyance of letters and newspapers. Not long since the tax on correspondence in the form of postage was quite heavy enough to be a burden. Before the era of railways it required as many days as it now does hours for transmission, and the charge was at least four times as great as now. When THE GLOBE was first published readers deemed themselves lucky if they got it the next day after publication. Now the same section of country is served on the morning of publication in time to catch all but the earliest risers in bed. This enterprise was inaugurated over three years since, and many were the predictions as to the certainty of failure. That one newspaper should charter a special train for its sole use was so unprecedented that it is little wonder that its continuance was considered problematical. That the scheme has added thousands to the circulation of the paper, given it almost a monopoly of Western Ontario, and secured an advertising patronage almost beyond the hopes of the management is now admitted even by those most sceptical.

At 3.55 each morning the panting engine and the faithful crew of conductor, engineer, fireman and two brakemen are ready at the Union Station, Toronto, to "take the wings of morning." The destination is London, nearly 120 miles distant, via Hamilton. Past sleeping villages and quiet farms; flitting by stations, onward the train goes like a meteor, but at each city, town or village the plethoric bags are dropped, and the busy merchant as well as the humblest toiler can learn the world's record for the previous day. At London, at 6.40, the departure of all the outgoing morning trains is anticipated, and thus the field of occupation is multiplied over and over again.

Such energy and liberality need no eulogism. The effort is unprecedented in newspaper work and reflects the highest credit on those who planned and are carrying it out so successfully.

October
10
1891
Toronto
Globe