

—Interments in Burlington cemetery for May, 1889: Residents of Hamilton—Adults, 29; children, 6; total, 35. Non-residents of Hamilton—Adults, 14; children, 8; total, 22. Total interments, 57. For May, 1888: Adults, 31; children, 34; total, 65.

—A fire started in the J. M. Williams manufacturing company's place on High-street about 7:30 last evening. The chemical engine was summoned by siren alarm and quickly had the fire out. The flames started in the cupola house, but little damage resulted, owing to the celerity of the firemen.

—Yesterday Detectives McKenzie and Reid arrested Lottie Wilson and Maggie Oxtable, two sixteen-year-old girls. They slipped out from Brantford and were arrested on information received from the authorities there. The girls are good-looking and are neatly dressed. They will be detained until word is received from Brantford. Detective Hickey arrived in the afternoon to take the girls home.

#### ANOTHER RAILWAY DISASTER.

Two Freight Trains Collide Near Oakville  
—Two Men Injured.

About three miles east of Oakville a couple of freight trains ran into each other last night, and the result was a wreck of considerable proportions. One of the freights was from Hamilton, and the other was from Toronto. The Hamilton train had the right of way. Before the Toronto train got half way into Clark's siding the Hamilton train was upon it. The smash was a bad one. Fifteen cars were totally wrecked. The engineer of the east-bound train, J. Clifton, of Hamilton, stuck to his post and was injured. The fireman jumped and escaped with slight injuries. Brakeman J. Elliott was on the roof of the first car. He was thrown completely over the engine.

The news of the accident was sent to Oakville, and Dr. Urquhart and Dr. McGannon went to the scene of the disaster. The sufferers were conveyed to Oakville, where their injuries were attended to. The 9:25 train from Hamilton had to stop where the accident occurred and transfer its passengers to another train from Toronto. The scene that met the eyes of the passengers on this train was one of wild confusion. Goods of all descriptions lay scattered about, boards and timbers strewn the track, and in every direction lay truck wheels and debris. The engine lay on its side in the ditch, deeply imbedded in the soft sand. By the weird light of the smoky coal oil torches the scene presented was a desolate one.

The train men state that the accident was the result, not of carelessness, but some cars standing on the siding obscured the signals and caused the blunder. This is the second accident of a similar nature that has occurred at the same spot within a year. On Sept. 6 last a pitch-in happened at this place, when Engineer McClarty, of London, was badly injured.

Two auxiliary trains were dispatched to the scene of the accident—one from Toronto and the other from Hamilton, and the track was cleared at eleven o'clock yesterday morning.

The engineer, fireman and brakemen of the Hamilton train are all Hamilton men. Clifton is one of the oldest engineers on the road, and one of the most unlucky ones. He has been in several bad accidents. Some years ago, through no fault of his, his engine pitched into a freight train at Mimico, and he received such serious injuries that he was laid up for six months and was crippled for life. Later, he was picked up for dead after a collision at Merriton, but was around again in a few weeks. He was not seriously hurt in Thursday night's affair. His back was strained and he got some ugly cuts; but he was able to walk from the station here to his home, 16 Crooks street.

The name of the fireman was Tracy. He was not hurt.

Elliott, the brakeman, is not so badly hurt as was at first feared. He was bruised, but had no bones broken. He lives on Park street.

#### ABOUT TREATING.

TO THE EDITOR: The article copied in last evening's Spectator from the Boston Globe on The Social Evils of Treating deserves serious thought. It is not the first time the evil has been brought to the attention of the public, but I have never yet seen that any suggestions have been made to a practical way of doing away with

the circular on the floor near his chair; and very soon the writers sat almost knee deep in stacks of postal matter. Everything was done quietly and in a business-like way.

Nothing was heard in the room but the hurrying pens of the striplings;

and when the clock struck 11 only a few hundred addresses remained to be written. Following is the text of the circular:

BOARD OF TRADE, SECRETARY'S OFFICE, HAMILTON, ONT., May 29, 1889.—Dear Sir: At a meeting of the committee in charge of the merchants' convention, held at the board of trade rooms on May 21, a resolution was passed: "That the secretary be instructed to write to all boards of trade, and to merchants in all towns in Ontario, explaining the object in view in holding the convention, and the reasons for fixing the dates during the carnival week in Hamilton on Aug. 19 to 23 next."

In accordance with the above resolution, I have the honor to inform you that for some time past there has been a desire on the part of merchants all over the province to meet and discuss matters in connection with trade and commerce affecting their particular interests. Such a meeting must result in finding remedies for many irritating elements which at present are a serious evil to trade in general and to the retail trade in particular.

The wholesale and retail merchants and manufacturers of Hamilton desire to bring together representative men of every branch of commerce, and have proposed a merchants' convention, to be held in this city during the carnival week, and have selected a committee of the most prominent business men to carry out the proposed convention to a successful issue. These gentlemen are doing all in their power to arrange matters so that delegates from boards of trade, and merchants from every place in Ontario who may take the opportunity afforded by the convention, shall be cordially welcomed. The carnival week has been selected, thus combining business with pleasure.

You are particularly invited to be present, and to forward at your earliest convenience any suggestions on any subject relating to trade and commerce which you may deem it advisable to be discussed. This will very materially aid the committee in arranging for the business programme of the convention.

I may mention that the committee has already decided upon three important subjects to be brought forward, namely: 1. In relation to bankrupt stocks—the best means for their disposal so as to cause the least injury and annoyance to others in a similar branch of business in the same locality. 2. Unjust compromises. 3. Insurance.

Special rates with railways and steamboats are being arranged for all those who may attend the meetings of the proposed merchants' convention.

I have the honor to be, dear sir, your obedient servant, C. R. SMITH, secretary.

#### REFORMING A GIRL.

Rachel Shelley Provided With a Comfortable Home.

Rachel Shelley, a girl sixteen years old, who was led astray by evil companions, was a prisoner at the police court yesterday morning. The girl got beyond the control of her parents and she was arrested at their instance on a charge of vagrancy. Rachel's associates were the young girls who patronize the tough dances, and then spend the balance of the night in dissipation. She was living at a house on West avenue, but left there, and her father hardly knew where she was. One night he traced her to a hotel on Stuart street, where he learned that she had stayed for two nights. Shelley told the magistrate that she was in a room on Macnab street. He said it was impossible for him to do anything with his daughter. The girl wept bitterly as she sat in the dock, and appeared to be repentant. Two ladies from the home of the friendless were present, and consented to take the girl if she would be willing to go to the home. The magistrate entered a conviction and allowed Rachel to go on suspended sentence, she having consented to go to the home in preference to the Mercer reformatory.

#### DEATH'S HARVEST.

Few men are called upon to endure such a rapid succession of bereavements as has fallen to the lot of Charles Leyden, one of the representatives of the separate school board on the public library. Only a few months ago he lost one of his children by death. Last month another of his children, a bright little girl of six years, died; and yesterday a heavier blow fell upon him—the death of his wife. Mrs. Leyden had been ill with intermittent fever for two weeks, and the fever resulted in

fifteen years of age, had been lions which were enough to bring shame to all respectable persons had been used of the most vulgar description, which person would use words and were to be found which the court repeat. All this was consign The conduct of the lawyers in far from being creditable. The case has revealed a most state of affairs, and it was to such another would never confirm. The court had de after the judgment in any way force it to come up again before The costs amount to \$1,050.

Another interesting judgment rendered by the court of review of Miller v. Lepitre. This taken by the tutor of an illeg against the heirs of his deceased an alimentary allowance. that arose was whether recognized by an illegitimate child against his parents, such child neither grandfather, grand nor uncles. The court held tives of the deceased father his heirs, were in no way bound for this child, but the child was an alimentary allowance out of estate. In this case the father represents \$1,200, ordered an allowance of \$6 per paid out of this until the child the age of fourteen years.

It is rumored that ex-May will be appointed legislative place of Dr. Laval.

Madame Cartier and her daughter caused to be made a bust of George B. Cartier to be placed in the graves of the deceased state Roman Catholic cemetery.

Some two years ago Wm. J. ber of the congregation of St. mews church, was waited on by Dewitt and asked to subscribe towards buying out the shares from Benjamin Dawson for would appear that Dagg was the congregation succeeded \$10,000 Dawson would wipe maining \$7,000. Dagg subscribed paid down \$10. The money deposited in the Merchants' Ussher, it would appear, applied collected to a different scheme sued the bishop to recover the in by him, and to-day judgment in his favor with action for that amount.

#### OTTAWA.

OTTAWA, May 31.—The government received no further advice from Behring sea.

Leading officials of the Northern railway are expected here in from St. Paul to sign papers of lease of the charter of the west Central railway.

OTTAWA, May 31.—James eight, was burned to a crisp parents left him at home, local when they took their departure to rescue the boy proved futile of the fire is a mystery.

W. R. Anderson arrived London, Eng., on business in with the Atlantic contract.

H. S. C. Kitchum, Sir John B. Baker, engineering the Ottawa railway, are in the city. The committee the plans of the work approval of the government. The shares of the company were counts at 175 cents premium. 5,000 men employed and 5,000 put on next month, work being night and day, in order to complete September, 1890.

OTTAWA, May 31.—W. R. steamship owner of London arrived here at noon to-day via Atlantic railway from Montreal with the government for the tion of the Atlantic twenty-knot service, the subsidy for which at the recent session. With re statement tabled here that he difficulty in raising money to work owing to the feeling among capitalists that by the time knot vessels were finished there demand for a still faster service. The statement said: "I think my belief sufficient denial. If" he said were to go on the principle of into an enterprise because some