

GRAND TRUNK AND GREAT WESTERN RAILWAYS.

Meeting of Great Western Proprietors—The President's Speech.

(Reported for the Globe.)

LONDON, Thursday, Oct. 2, 1879.—The special general meeting of the proprietors of the Great Western Railway of Canada, called by the Directors to discuss the question of fusion with the Grand Trunk Company, was held to-day at the Cannon street hotel. The chair was taken by Col. Francis Grey, the newly elected President of the Company, at one o'clock. The attendance was numerous, the hall being fairly well filled, and most of the well known and influential shareholders were present. Mr. Childers occupied a seat in the body of the room, some distance from the Directors' table. The proceedings were unusually long and noisy. They began by the President calling upon Mr. B. Baker, the Secretary, to read the notice convening the meeting, and this having been done, and the report being taken as read.

The Chairman said that in the first place he had to thank the shareholders for attending there at that very unreasonable time. Were it not for the very large interests at stake, affecting every individual then present, and affecting the Company which he and his colleagues were bound in honor to serve, they might be quite sure he would have had no part in calling them there. After some prefatory remarks, Col. Grey, in speaking to the question before the meeting, went on to say that it might be asked how it was the Grand Trunk directors made this preposterous proposal. Suffice it for the Great Western proprietors that the Grand Trunk Board regarded the interests of their shareholders. It was true they said it would be for the interest of both Companies, and further, they stated it was very much more for the interest of the Great Western than for the Grand Trunk. He was not a cynic, but he did not look for philanthropy to a joint stock company. Those gentlemen who were in that room in 1866 would remember the observations made by one gentleman who was as well qualified to give them—Sir Francis Head, who from the first had been in favor of amalgamation. He said, "Do not go and make an amalgamation agreement first and then go and ask for legal sanction afterwards." He made also some observations as to the tone in which the Grand Trunk thought proper to come to us. That tone they must have observed in the recent correspondence had not improved at all, and was, he might say, very dictatorial. But he was glad to say that the proxies they had received were such as to enable him not to do what otherwise he might have had to do, that was to question very closely the conduct of the Grand Trunk on the matter, not only as to the method but also as to the language employed in the correspondence. He might as well tell them at once that the proxies were twenty to one in their favor. (Cheers.) Moreover, of the minority, by far the greater part were proxies from Grand Trunk Railway shareholders. He did not wish to say one word against the Grand Trunk, but he intended to do what the Board did not feel justified in doing in their report, go into some detail on the question. For a moment he would suppose that they had got the legislative sanction, and would ask them to look at things as they were, and he had no hesitation in saying that he could show them that fusion was very far from wise. It was quite true that Sir H. Tyler took the opposite view, and that very positively. He said in his letter, "that the advantages to be obtained from the fusion of the receipts, and from united management in Canada, is not a question of confidence but of calculation, and that the Grand Trunk Board did not overestimate it is abundantly proved by figures which our officials in Canada have recently worked out and carefully elaborated in accordance with instructions." But he does not supplement his statement by any table of his figures. He (the speaker) was not careful to dispute his statement. He might, however, say that they did not run duplicate trains. They minded their own business. ("Oh, oh.") And he could tell them that out of all the stations on the Great Western line they only touched the Grand Trunk at nine, and at only three of those would it be practicable to consolidate the stations, and that only by considerable capital outlay. Sir H. Tyler had said that there would be great increase of receipts from traffic, which could be diverted from other lines and thrown upon the railway of the Grand Trunk by the Great Western, and vice versa. Now, given an honest and intelligent manager, there were just two requisites for railway success. These are good traffic and good rates, and these two requisites were only to be obtained in two ways, viz, good traffic by many customers and good rates by few competitors. If they applied these maxims to their own case, they would surely be quite convinced whether their policy was good or bad. They had on the one hand three good connections, the New York Central, the Erie, and the Grand Trunk. If they allied themselves with the Grand Trunk they would lose two of their connections, and convert one of them from being their friend into a competitor, and in fact they would acquire two competitors. Therefore they would be going as entirely wrong as it was possible for them to go. In their own district it was their duty and policy to divide competitive traffic wherever they could, and that they offered to do. If, on the other hand, they allied themselves with the Grand Trunk, it was true that they put a stop to competition with them, but they would immediately increase the competition with other lines that were now to a certain extent their allies. If they looked westward they would see the same thing took place. The new line the Grand Trunk were building to Chicago was being made in competition with the best connections of the Great Western, and consequently any alliance with the Grand Trunk would render these connections their competitors. The Grand Trunk really desired an alliance with them, not for the benefits which the end of their competition would give them, but to strengthen their hand in continuing the grave competition they were carrying on with the other trunk lines. In the special report they had alluded to this competition, and they were very much amused to see in one of the papers, a day or two since, a telegram from New York contradicting the allegation. He thought there must have been a little inspiration about that telegram, and the author of it must credit the

public here with a very short memory, for it was not two months since Sir Henry Tyler wrote to the Times on the subject. As to their local rates, they were as high as they could fix them, and it was owing to their through rates that they suffered. All that they could do was to set the example by offering to divide the traffic whenever they could. They had done this in, he might say, every case, but the Grand Trunk refused to agree. They had secured a legitimate traffic and had not endeavored to divert traffic from their lines. Of all the grain that went to the Atlantic seaboard fifty per cent. went to New York and Boston and only six per cent. to Quebec, Montreal and Portland. Under these circumstances he thought the proprietors would not wish the Board to forsake the high road, where there was plenty to do, to go to a traffic which certainly had not proved very successful to the Grand Trunk. It was a delicate matter to touch upon, but he wished to lay before the shareholders all that had been present in the minds of the Directors, and he would ask, was it possible that the Grand Trunk, when they confidently expressed their belief as to the success of an application to the Dominion Parliament for legal powers, had an idea that the Government would approve the attempt to force this illegitimate traffic through Canada? All he could say was that it would be an evil day for Canada if such a thing were to occur, for it would not only increase the war between the Companies, but might cause the war to extend to the two peoples—he meant, of course, as regards restrictions and duties. The Great Western had been subjected to a very severe trial by the construction of the Canada Southern. Not only so, the trial fell upon them at a very unfortunate time, when the depression of trade was such that the ordinary traffic of the railroads was largely diminished. Moreover, the road fell into the hands of one who knew very well how to work it for his own good. But by a rigid economy they had managed to survive that trouble, for which he thought they all ought to be very grateful to their General Manager, Mr. Broughton, and they now carried more traffic than they had done at any previous time in the Company's history. With regard to the Grand Trunk's position east of Toronto, the line ran along the banks of the River St. Lawrence, along which all through the summer cargo boats travelled, while on the opposite bank the North Shore Railway was being, and in part, was constructed. As to the new line to Chicago they must know that although Chicago was a very great trade centre, the real centre of the grain trade was far behind, and the practice now was to send all the grain direct to the American ports without going to Chicago at all. They (the Great Western) had access to the railways which go to the real source of the grain trade. A few days ago a circular was issued by a Committee of shareholders at Manchester, and no doubt most of them had seen it. In that circular the expression was used that this Company was a mere shuttlecock in the hands of American speculators. He (the Chairman) begged to state to those who signed that paper, that they could very easily have found that the Wabash Railway of to-day was one of the greatest systems of railways on the American continent. Further, he much regretted that the Manchester shareholders did not elect among their representatives at least one gentleman not interested in Grand Trunk stocks. There was one point more he would venture to put before them, namely, to point out to them that a fusion would force them to adopt a policy directly opposed to that of non-extension which they had forced on their Directors. But if they wished to extend in that direction, he ventured to lay it down as a rule that when they wished to reach a place already touched by any of their neighbors they must do it in a cheaper way and by a shorter road, and with easier gradients; and if they made up their minds to go to Montreal, Quebec and Portland, the worst and dearest way would be by the lines of the Grand Trunk, and he firmly believed that an arrangement with the concessionaires of the new line to Ottawa would be a far better plan. But what had they got to do with measures of that kind, for by such action they would be violating the leading maxims of railway government; they would be throwing away their customers and making them their competitors. He wished also to say a few words about Mr. Vanderbilt. Now, he believed that the purchase of the Canada Southern was decided upon by him owing to the agitation for amalgamation between the Grand Trunk and Great Western, which was then going on. His subsequent acquisition of the Michigan Central was necessary to strengthen his first purchase. They had been led to regard Mr. Vanderbilt as their worst enemy, but he (Col. Grey) could say that he had been a good friend to them, and he only wished he could say the same of the Grand Trunk. No doubt he had acted with purely self-interest in the matter, but he would much rather have dealings with a man who was dealing thus than one who was not. Col. Grey then referred to the possibility of some general agreement being arrived at by all the leading lines on the American continent by which forced competition would be put an end to. He said he believed he was justified in saying that all the chief lines were in favor of some such understanding being arrived at, though the Grand Trunk had hitherto refused, and he urged upon the shareholders the necessity of endeavoring to get the Grand Trunk Directors to join in the movement. If this were done, and some agreement come to, he was sure there was a very good chance of their getting an immediate dividend. (Cheers.) The question of such a general arrangement was not one which affected only the shareholders of the Great Western and Grand Trunk, but it would benefit all the American and Canadian lines who competed with them or worked with them directly or indirectly. He, therefore, suggested that the holders of all classes of these securities should select representatives of their interests to meet and discuss the subject, and that some of the gentlemen thus selected should go to America with as little delay as possible to meet the leading representatives of the chief railways there, and see what could be done to bring about the general arrangement he proposed on equitable and stable terms. He could not think it would be difficult to find in their Company men of such experience as to be well fitted for the task. Having referred briefly to the resignation of Mr. Childers, which, he said, arose from matters which he would not then enter into, Col. Grey concluded by thanking the proprietors for the patience with which they had listened to him, and by reading the resolution the Board proposed.

Mr. BALD seconded the resolution.

The International Park at Niagara Falls. (Montreal Spectator.)

Niagara! the most appropriate of names—suphonic to the ear in English, still more so in Indian—No-ah-gah-rah (the spirit of the water)—whence came it? The guide books tell us of one Father Hennepin as the first recorded visitor; but he could not have been godfather, or the world would have been afflicted, perchance, with some saintly attachment, such as St. Jean Baptiste or St. Onegonde. Much more probable was it that the old Chief Hiawatha, returning from the war path with his lovely bride Minne-ha-ha (laughing water), first saw the grand sight and became its sponsor. Surely there must have been poets amongst the red men in those days. What a contrast with the white man's common-place nomenclature—Horse-Shoe, Goat Island, Table Rock, Devil's Hole, etc. I thought to make even Longfellow's long hair stand on end. But even here the truism of the inevitable proximity of the sublime and ridiculous appears—man spoiling by defacing what God has made so beautiful; and the enraptured tourist no sooner gets his first glimpse of the gorgeous scene than the discordant twang of a runner dispels the charm by inviting him to a square meal for twenty-five cents; or to buy table rock ornaments from Derbyshire, and Indian curiosities fresh from Celtic hands. Ah me!—is there no spot left in this utilitarian grasping age for a few moments' quiet contemplation of what Providence has so beneficently intended should be contemplated? To what higher, better purpose can such a glorious heritage be put than a resting place, amidst the world's bustle, where one can revel in nature's grandest and most sublime picture, and forget the tinsel of life's struggle?

The appropriation of the Yosemite Valley Park was a happy conception, and worthy of the nation which so promptly adopted it; and now the same spirit is rife for a like graceful act at Niagara, which will rebuke its desecration and make it the world's property. The idea came from Lord Dufferin, after witnessing the vandalism so long rampant, as to make a visit to the Falls one rather of effort than of pleasure. How to remedy the evil has long been the question, and the object of the writer will be accomplished if the genius of our kindred peoples can be aroused to the importance of the matter, and to remove the difficulties which each year's delay aggravates.

I claim favor for the movement on several grounds. 1st. On national grounds, because the Falls in themselves cannot, and ought not to be utilized, but kept for the admiration of the world at large, under theegis of governmental control. 2nd. On remedial grounds, because of great and growing abuses, which are yearly becoming more firmly riveted and difficult to deal with. 3rd. On economic grounds, without which the others would too likely fail, and on this point I propose to enlarge.

During a late protracted visit to the Falls, I was led to examine the subject and eliminate every phase of opinion bearing on it. Mr. A. C. Hill, the efficient Stipendiary Magistrate at Clifton, gave me important data, from which I make the following deductions. Statement of the present expenditure of the ordinary moderate class of tourists, visiting the Falls for the first time, say a visitor with his wife, and making the rounds of sights:—

Goat Island.....	\$ 50 each	= \$1 00
Cave of the Winds.....	1 00 "	= 2 00
Prospect Park.....	50 "	= 1 00
Shadow of the Rock.....	1 00 "	= 2 00
Upper Suspension Bridge.....	50 "	= 1 00
Museum.....	50 "	= 1 00
Table Rock.....	1 00 "	= 2 00

making \$10 of an outlay of two people for seeing the sights (without including carriage hire) for those points which will probably be included in the proposed Park. Out of this the driver gets \$4.50 for himself for roping them in, and 25 per cent. additional on all purchases of goods made while he is driving. With the Park established, the same round will cost at the utmost \$2.50, thus effecting a saving of \$7.50 for two people, or \$3.75 each. Now I have by careful enquiry at the various points satisfied myself that the number of visitors to the Falls this year, including excursionists (now in such favor with the railway companies), will amount to fully 200,000 people. Say 10 per cent. of these, or 20,000 come under the class referred to above, and who would if the Park existed spend \$1.25 for what now costs \$5; this would effect a saving of \$75,000. Of the balance say 100,000 people who spend now \$2.50 will with the Park spend \$1.25, equal to a saving of \$125,000. Then the balance of \$0,000, or people who spend now \$1 each, will with the Park spend only 25 cents, saving 75 cents each or equal to \$60,000. Thus we get an aggregate of \$260,000 per annum which will be saved to the public by the Park arrangement. Then as to revenues. It must be apparent that the construction of the Park, and consequent removal of present abuses will largely increase the number of visitors, and 250,000 would be a safe average for the first five years of Park life. Assume that they only spent \$1.25 each for the entire round of sights, we get a revenue of \$312,500 to meet expense of maintenance and interest.

THE TENANT FARMERS.—The delegation of tenant farmers from England and Scotland reached Walkerton on Wednesday night, accompanied by Mr. D. D. Hay, of Listowel, than whom they could not find a better guide. Yesterday morning they drove through a part of Brant, looking at the farms of Messrs. Ektford, Waschter, Tolton, Rivers, etc. On reaching the farm of Mr. Rivers they were served with lunch. They were highly pleased with what they saw in this neighborhood. They left town for Clifton on Thursday afternoon.—Telegraph.

The "hardy ever" of "Pinafore" is certainly a plagiarist. It is taken from the story of an ecclesiastic who was confused by the honor of presiding before Louis XIV. During his discourse he had occasion to say, "We must all die." Then, catching breath, he turned in a complimentary way to Louis and added, "Nearly all of us."

Sportsmen anxiously await the long deferred rain to bring on the snipe and plover. When the fall rains are late or limited these migrating birds come scattered and in small quantities. The late hot weather has rendered duck shooting poor at the ponds, the birds remaining far out on the lake safe from the sportsmen's guns.

It appears that autumn leaves drop more readily under the influence of warm weather than when early frosts usher in the early part of October. Such, at least, is this year's experience.

Condensed Telegraphic News

LONDON, Eng.—The trial of Cooper, the alleged forger, will probably begin on Thursday. His identity with the United States navy defaulter and California forger has been completely established. The request of the Bank of England solicitors that the United States should apply for Cooper's extradition if he was wanted on old charges has been again submitted to the American legation, and declined on the ground that the American Government would be put to unnecessary expense.

The Times, in a leading editorial article, after reviewing the speech made by Lord Salisbury at Manchester last night, says— "Such is the substance of the vindication with which Lord Salisbury is prepared to appeal to the country, and it is stated with a force which the Opposition will find it hard to repel. They have denounced our policy so vehemently that, as Lord Salisbury urged, their success at the next election would naturally be accepted by Europe as a sign that the work of the present Ministry was to be undone. He has shown that the interests of the Empire and not of a party will be at issue when the country is appealed to, and he has given good reason to believe that they have hitherto been safe in his hands."

The Manchester Guardian, in an article on the same subject concludes—"It is this exaggeration of tone—this adoption of wild expedients to meet illusory dangers—which has justly alarmed the country. If the security of the Empire be the object we all have in view, it is for the country to judge whether it is most likely to be achieved by such measures, or by more cautious and less exciting methods."

A St. Petersburg correspondent says he learns from an absolutely trustworthy source that England has informed Russia that British influence must dominate in Afghanistan's foreign relations.

PARIS, France.—Yesterday a deputation waited upon President Grevy to report the results of a public meeting held on the 5th inst. for the object of promoting a reciprocity treaty with the United States. M. Grevy stated that himself personally and the Government felt the greatest desire to renew commercial relations with the United States, and France attached great importance to the movement looking to extend her relations with the great American Republic. In dismissing the delegation the President said, "We are henceforward going to labor in concert to obtain the object you pursue."

MADRID, Spain.—Farther inundations have occurred in the provinces of Almeira, Malaga and Alicante. Several persons have been killed and much damage done to property. In the Malaga and Alicante districts 2,000 houses have been destroyed, and it is believed 500 persons perished. The damage to property is estimated at 30,000,000 francs.

A later telegram from Murcia states that 570 bodies have already been found, and it is believed over 1,000 people perished.

ROME, Italy.—The brigand Gasparoni, formerly the terror of Italy, died recently in a poor house at Abbatessano, Lombardy, aged ninety years.

BERLIN, Germany.—The Prussian Budget for the ensuing fiscal year shows a deficit of \$10,500,000. Prussia's contribution to the exchequer of the Empire is estimated at \$5,550,000.

OTTAWA, Ontario.—Parliament has been further prorogued till November 8th.

BELLEVILLE, Ontario.—One of our local banks is said to have intimated that money will not be advanced on barley after Nov. 1st, and little more than a tithe of the crop has yet been marketed.

LONDON, Ontario.—It is reported that the fall wheat in this county is being ravaged by the Hessian fly, or, as some farmers contend, the wire worm. Many are ploughing up their wheat and re-sowing.

It is reported that the heaviest losers by the clearing out of John Walker, the Brecon cattle dealer, are the members of his own family. Some of the liabilities are set down as follows: Christopher Walker, Carlisle, \$300; Isaac and Joseph Walker, Lobo, \$7,000; Benjamin Phillips, Carlisle, \$700; Mr. Grady, of Osham, \$3,000; D. Brazell, Brecon, \$500; John Barelay, Lobo, \$1,000; Mr. McRoberts, of Lucan, \$400; Mr. Brown, Kerwood, \$1,500; Mr. Mitchellree, London, \$1,500; Joseph O'Neil, London Township, \$500, and a host of others whose names have not been learned as yet. The sums advanced by banks on Donald McLean's endorsement, together with the large amounts advanced by loan societies on the valuable homestead and mill property at Brecon, are variously estimated at from \$20,000 to \$35,000. Donald McLean, who is on Walker's paper to a large extent, is also missing. He lately sold off his farm and stock, paid off a mortgage, and put the balance, about \$3,000, in his pocket.

MILTON, Ontario.—There was quite an excitement in the wheat market here to-day, and the price was forced up to \$1.51. The name of Mr. John White was omitted in the last despatch from the list of buyers, of whom there are six.

WOODSTOCK, Ontario.—A young lad about seven years old, the son of Mr. H. J. Hill, grain merchant, had a narrow escape while playing in the storehouse where his father was taking grain. The boy jumped into a bin of about 1,500 bushels of wheat, which they were drawing out at the time. His screams drew the attention of his father, when he ran to the bin just in time to see the boy's head going under. He jumped into the bin and thrust his hand down and caught the boy's head, and with the assistance of a man who happened to be close by extricated him. A few seconds longer and life would have been extinct.

CLIFTON, Ontario.—The wife of Mr. James Brewster, Niagara Falls, N. Y., met with a most distressing and probably fatal accident at her home this afternoon through the explosion of a can of coal oil, while she was emptying a portion of its contents into the stove to accelerate an already lighted fire. When assistance arrived her clothes were nearly all consumed, and her person severely scorched.

QUEBEC, October.—The schooner Lady Belleau with a cargo of fish and oil for Montreal has arrived in port. The captain reports that the steamship Elrene is on the rocks in Greenish Bay, about ten miles to the eastward of Red Bay, Straits of Belle Isle. The donkey engines kept the ship clear the first two days, but a storm coming on from the east the men went ashore for safety. When the storm abated they returned to the steamer and found her full of water. They saved about ninety head of cattle and loaded a schooner with flour, etc., and sent her to St. Johns, Nfld. Part of the cattle were slaughtered and the quarters loaded in a

schooner and also sent to St. Johns. The captain thinks the vessel is likely to become a total wreck.

TORONTO, Ontario.—Indications appear to show that after all the Deals will get off lightly. The verdict finds the elder virtually guilty of a misdemeanor for which he cannot, if this view be sustained, be sent to the penitentiary, and the younger of being accessory after the fact. As a criminal cannot be accessory to a misdemeanor, it is probable he will get off altogether without punishment. A motion will probably be made in a day or two by the prisoners' counsel.

Trouble is brewing in the Medical School, the students complaining that the clinical teaching is very unsatisfactory, as patients are prescribed for at the Hospital without the students having proper opportunities of studying their disease. A meeting of students was recently held to consider the subject.

A man named Flanigan, who was arrested a few days ago for the supposed kidnapping of a child, and spent the interval between his arrest and trial in jail, was discharged at the Assizes, the Grand Jury having returned no bill, and on his discharge had the child (which he says was handed to him on the street by an unknown woman, who then disappeared) returned on his hands. He is now going round with the child in one arm and a bottle of milk under the other, looking for the unnatural mother.

THE MERV EXPEDITION.

Turcoman Troops Joining the Tekkes—Reported Capture of Merv.

St. PETERSBURG, Russia.—The *Golos* says the son of the Khan of Merv has succeeded in bringing several thousand Turcoman troops to the aid of the Tekkes. It is to be noted that a previous request of the Khan of Merv for aid was refused.

Further information from Central Asia reports the retreat of General Lomakin's force west of Beurma. General Terukasoff will abandon the effort to make Geok Tepe the base of operations. He will winter between Tekikistan and Duzulum, and begin a new campaign in the spring.

The expedition to explore the ancient bed of the Oxus River with the view of connecting it with the Caspian Sea has been abandoned, the difficulties in the way of such connection being practically insurmountable.

LONDON, Eng.—It is rumored that the Russians have occupied Merv after a severe engagement.

The Foreign Office has received no confirmation of the news of the capture of Merv. The report is undoubtedly false.

A correspondent at Berlin says Gen. Kaufmann, Governor of Turkestan, who has been for sometime in St. Petersburg, returns to Turkestan immediately. He will be provided with fresh instructions based on recent important events in Kuldja and Afghanistan.

SIMLA, India.—The Russian troops which were defeated at Geok-Tepe will winter on the shore of the Caspian Sea.

SIMLA, October.—It is officially announced that the report received through the Governor of Jellalabad of the occupation of Merv by Russians is known to be untrue.

Fertility of Northwestern Ontario.

Many persons will be surprised to learn that there is actually fertile soil in this Northwestern district of Ontario. Mr. Bell says:

"Following the canoe route from Michipicottin to Moose Factory, the country is more or less rocky as far as Missinabi Lake; yet even in this section the proportion of rock surface to the whole area may be comparatively small. But after passing the swampy grounds north of Missinabi Lake the traveler cannot fail to be struck by the abundance and the general fertility of the soil exposed in the banks of the Missinabi and Moose rivers. All the way to Moose Factory it consists mostly of a brownish and somewhat gravelly loam or earth, resting upon silt and sometimes upon stratified clays or the solid rock—which, however, is seldom seen except at the principal rapids and falls. But in the central third of the section between Lake Superior and James' Bay, or from the Brunswick to the Long Portage, a light-colored clay usually forms the surface. I examined the country for a mile or two back from the river in several places for the special purpose of ascertaining the nature of the soil, and found it excellent in all cases, but tending to become more swampy in receding from the river. In the Devonian region below Long Portage samples of the soil were collected in a few places for subsequent examination. In traversing such a great extent of almost unbroken wilderness one is apt to forget the possible value of this vast region for agricultural purposes, but the examples of the farms at New Brunswick House and Moose Factory show upon a small scale what might be extended over a great part of the country. I have no doubt that at some future time this territory will support a large population.

Discontinuing temporarily from quoting further the report, the public's attention is here directed to the fact that this vast fertile territory, hitherto supposed to be a sterile wilderness, the home of eternal frost and snow, has, through the persistency of the Mowat Administration, been included within the Province of Ontario, and the assumption of possession is only delayed through the Dominion Government's paltry pretence that the papers had been lost.

ELOPEMENT IN "HIGH LIFE."—A despatch from Paris, Ontario, dated October 17, says: Quite a sensation has been created here over the elopement of Mr. O. H. Roberts, druggist, and Miss Kate Campbell, both of Paris. Their parents were much opposed to the love-making, but the couple were determined to get married. Night before last they tried to get off on the night train, but they were found hiding and the parents of the lady got them to return home. Early next morning they drove to the residence of Rev. D. D. McLeod and got married and made tracks rapidly for Brantford.

It would be interesting to learn how the men have fared who last year emigrated from the States to New South Wales. The last half yearly report of the state of trade in that colony conveys a very sombre picture. When the Government began building the International Exhibition at Sydney the services of 1,300 workmen were easily obtained, hundreds being turned away, and thousands are now out of employ. In Victoria affairs are worse.

At Texas onion parties a man kisses the girls to discover which bit the onion, and if he falls to guess right, all the girls have to kiss him. Up to October 16, no man had ever guessed right.