In the excitement of battle the fall of a comrade is scarcely heeded, and half a company might be wiped out and the other half fight on without the knowledge of it. It is only after the loud-mouthed cannon and the murderous musketry have ceased their work murderous muskerry have ceased their work that the hideous face of war shows itself to make men shudder and turn away. Soldiers who have not gone over a battle-field or been one of a burial party have missed half the

grimness and awfulness of war.

After Gettysburg, one of the Union burial parties buried eighty Federal soldiers in one trench. They were all from a New York regiment, and all seemingly fell dead at one vol-ley. They were almost in line, taking up but Nitle more room than live men. All were shot above the hips, and not one of them had lived ten minutes after being hit. Here lay what was then a full company of men. Statement of One of the Rescued wiped out by one single volley as they advanced to the charge. Some had their muskets so tightly grasped that it took the full strength of a man to wrest them away. Others died with arms outstretched, and others yet had their hands clasped over their heads, and a never-to-be forgotten expression on their white faces.
At Fair Oaks, the Third Michigan had its

first real baptism of fire. The boys had been held back on other occasions, and now when given opportunity they went for the enemy posted in the edge of the woods on the double-quick, and with yells and cheers. A part of the regiment had to swing across a glade, and with yells are the state of the regiment had to swing across a glade, and with yells are the state of the regiment had to swing across a glade, and with yells are the state of the regiment had to swing across a glade, and with yells are the state of the regiment had to swing across a glade, and with yells are the state of the yell and while so doing lost fifty or sixty men in the space of sixty seconds. One company lost twenty men who went down together in one spot and scarcely moved a limb after falling. Details of five men were made from each company to advance as sharp-shooters, steamer bound for southern ports, and the surprise was that it must have been the City of each company to advance as sharp-shooters, steamer bound for southern ports, and the and of these fifty men who plunged into the surmise was that it must have been the City of woods as a skirmish line only six came out Vera Cruz, as she left New York on the day alive, and every one of these was wounded last mentioned. The suspicion was con-

At Fredericksburg, as the Union infantry marched in solid masses up the valley beyond the town, the Confederates opened fire from behind a stone wall. The fighting along this line was over in ten minutes, and 5,000 A. Clark, Geo. W. Cole, E. Littlefield, O. P. Federals lay dead within reach of each other. A shell from a gun on the hill expleded in the minutes and solutions with the midst of come Now Hampshire trease and Welsh and child, Alex. Wallendge and son, the midst of come Now Hampshire trease and the midst of come Now Hampshire trease and Wiss T. Ruhio. A shell from a gun on the hill expleded in the midst of some New Hampshire troops and killed a sergeant, a corporal and twelve privates and wounded six others. Before the Union troops crossed the river, and while

shelling the town, a shell struck a house and Perhaps the most destructive work made by a shell among troops occurred a few miles be-low Vicksburg. A Federal gunboat was fired high in air and came down a wreck. The eighteen men around them were all killed outright, and fifteen others who had been lying under cover rushed up just as the caisson exploded. Of the fifteen eleven were killed out. night, three wounded, and one escaped unhurt, but so dazed that he sat down and waited to be captured by a boat which pulled ashore. Two of the wounded died the next day, leav tered. The only remains of the caisson that could be found was the hub of one wheel filled with broken spekes. Most of the dead had been blown to fragments, and the bushes were covered with shreds of flesh. When the caisson exploded the head of one of the victims was blown high in air, and fell into the water within a few yards of the gunboat.

FOOLING A CHINAMAN

And then Sadly Realizing that the China From the New Orleans Picayune. plump little Celestial, his almond twinkling with delight and an extraordinary

grin lighting up his yellow countenance, drop-ped in to witness the lottery drawing the other day.

He watched the blindfolded boys draw the numbers from the wheel with apparent interest, and bore the jokes of the crowd around

with evident good nature. "Say, John, you washee that man's shirtee?" asked one of the crowd, pointing out to one of the benevolent looking commission-

"I washee heapee plenty shirtee if I winee plize," replied the bland Mongolian.

"Have you got a ticket, John?" inquired the man in the crowd. "Well, me tlikee me habee," replied the Chinaman, drawing one from his pocket. Chinaman, drawing one from his pocket. Tlickee win?' he inquired.

'Tlickee win?' he inquired.

The man in the crowd looked at the number, and scanning his list, found that it had come in for a \$500 prize.

crowd, very innocently, " I think you've same place. All were saved. "Chinee man losee allee time," said the subject of the Flowery Empire, "gotee no

luckee, gless tlow tickee away."
"You needn't do that, John," said the man, with a patronizing air. "I'll give you a dime "Dlime too lillee. Glimme a dollar," said

the Celestial. "A dollar's too much for a ticket that can't win. We'll split the difference and call i half a dollar, eh?" said John's kind infor

"Chinee man glottee no luckee: Melican man takee allee mlonee. Takee the tlickee and glimme flo' bittee;" and John passed over the ticket in exchange for the

money.

When the Mongolian's grinning features marked that he had "got her this time."

The man who had made the lucky invest-

exclaimed: "Why, George, it was drawn last June !"

"Is that so?" asked the man, dumbfounded, the revelation that he had been the Florida coast at the time, but soon enduped dawning upon him. "Where is that tered into the Gulf Stream, which runs at a duped dawning upon him. "Where is that tered into the Gulf Stream, which runs at a lying rascal of a heathen Chinee who put up northeasterly direction at that point and is

or years.

behalf of the Afghans. Things must be in a near land, when a cyclone takes place they pretty pucker thereaway now that Alma has become exposed to far greater danger than come to the rescue.

-An agricultural paper, in a discussion "What is a corner in pork, anyway?"

Well, the man whe pickles the hams. Isn't were sure forerunners of a coming storm, but expect to live five minutes after the ship he a corner in perk?

THE YORK HERALD.

VOL XXIII.

RICHMOND HILL, THURSDAY, SEPT. 16, 1880.

WHOLE NO. 1,159.—NO. 16.

C. Drucind married.
Wideware failure - again!

Passengers.

DESCRIPTION OF THE STEAMER

Sr. Augustine, Fla., Sept. 3.—There is little doubt that the steamer City of Vera Cruz, of the Mexican Line, which sailed from from one to three times.

At Cold Hurbor a shell exploded in an Ohio regiment advancing against a battery, and sixteen men were wiped out in an instant. Of the City of Vera Cruz, passed the big there is the very time were being the very time were the very time were time. these nine were blown to fragments and the others horribly mutilated. The battery was coast of St. Augustine. This brig was soon after struck by the hurricane and wrecked this was the work of a single one. One discharge of grape in this same fight killed four. teen men in a Michigan regiment, and a New Cruz must have been struck by the hurricane York regiment which went in with 703 men in line came out with only 300. On one acre Sunday morning. The bodies of a lady and of ground the burial party found over 700 little child have been found on shore. This dead men. In a bit of woods where the makes five bodies recovered, the three others battle lines had clashed more than 2,000 being the corpses of unknown men, two of dead were found in a space no wider than a whom are thought to be passengers and the square in a city and no more than three times other a sailor. The shore for forty miles as long.

At the battle of Savage Station, during Mc-Clellan's change of base, a solid shot fired from a Federal field-piece into the head of an infantry column marching by fours, killed twenty-one men and a horse before its progress was checked. The first ten men were gress was checked. The first ten men were reduced to bloody pulp, and the others crushed and bruised to death. At this same battle a rebel shell exploded under a Federal the reported disaster. He is inclined to disagen, and whiled four artillerymen, dismounted the sun, wounded two men, and the butt of vessel of 1,800 tons and was built in 1874. south of this place was strewn with the cargo the gun, wounded two men, and the butt of it flew off at a tangent and killed a second lieutenant of infantry who was eighty rods away.

A Frederick the steamer is 183t. She is a wooden to see the see the steamer is 183t. She is a wooden to see the steamer is 183t. She is a wooden to see the steamer is 183t. She is a wooden to see the steamer is 183t. She is a wooden to see the steamer is 183t. She is a wooden to see the steamer is 183t. She is a wooden to see the steamer is 183t. She is a wooden to see the steamer is 183t. She is a wooden to see the steamer is 183t. She is a wooden to see the steamer is 183t. She is a wooden to see the see the steamer is 183t. She is a wooden to see the see the steamer is 183t. She is a wooden to see the see the steamer is 183t. She is a wooden to see the see t

Miss T. Rubio. St. Augustine, Fla., Sept. 4.—The steamer City of Vera Cruz foundered at 5.30 on Sunday morning. Of 70 persons aboard only 13 are known to have been saved. On Saturday afternoon the steamer encountered a strong gale, which soon increased in fury, and the low Vicksburg. A Federal gunboat was nred upon by light artillery from the bank, posted in plain view. There were two six pounders working close together, and each had fired a shot when the gunboat opened with a sixty-four-pounder. The shell struck between the guns and exploded. The guns were thrown domed steamer until her deck was finally the proof steam of the guns and exploded. The guns were thrown the proof steam over the vigoing being torn. Vera Cruz labored heavily for some hours. It swept clear, even the rigging being torn.
The drag ceased to fulfil its functions. The seas deluged the decks and soon reached the furnaces and extinguished the fires, the hatches having been torn from their fastenings. The fires being out the engines soon stopped, and the Vera Cruz lay at the mercy of the storm. Not even the donkey pump could be worked to relieve the vessel of the ing only two men alive of the thirty-three water she was rapidly making in her hold. Who had composed the battalion. Nothing Capt. Van Sice ordered the men to throw was left of the gun-carriages but splinters, overboard the deck load, but the sea was and the guns themselves were terribly batheir feet and many washed overboard. Capt. Van Sice and officers acted courageously but they were one by one washed overhoard The Capt. perished fully an hour before the vessel succumbed, and as nearly all hands were lost the few remaining alive took life preservers, and as every hoat and life raft was stove in, the sailors and passengers seized the fragments, spars, state-room doors or other

moveable articles and awaited the end. The vessel was about thirty miles off the shore. With one awful lurch the steamer suddenly sank, the swirl carrying down many of the living. The 13 survivors are all men—3 passengers, 8 deck hands, 1 engineer and 1 oiler. They were all in the water buffeted for from 24 to 26 hours. No doubt but for this ordeal many more would have been saved. I was only able to obtain the names of two survivors, both sailors, Mason Talbot and James Kelly, the first a native of England and the other of New York. One of the pas sengers saved was a young man, but states that he does not wish his name sent for pub lication, but that he was a companion of General Torbert. The bodies of the victims came on shore thirty miles south of this place Among them was that of Torbert. His body was placed in a cask and buried Wednesday. The bodies of two steerage passengers were found. The bodies of three females were re-

The schooner Ada J. Simonton of Rockland, from Pensacola to Boston, went ashore near Mosquito Inlet. All were saved. A "Well, John," replied the man in the bark, name unknown, went ashore at the

NEW YORK, Sept. 4 .- The following telegram was received by the Board of Under-writers to-day: The steamship City of Vera Cruz foundered at sea on Sunday at 6 a. m. Captain lost; all hands went down with the vessel; only 3 passengers and 8 of the crew saved. The crew are now in Jacksonville, in distress, waiting for assistance from the

SEVERITY OF THE STORM. NEW YORK, Sept. 4.—The steamer New Orleans, of the Cromwell Line, was also caught in this same cyclone off the coast off Florida, and it is at present lying at pier No. 9. North River. Carpenters and shipbuilders are busy at work repairing the ship's sides and bulwarks. which had been terribly damhad disappeared the man chuckled and relaged by the storm. More than half the life boats had been swept away, as well as some arked that he had "got her this time."

"Let's see the ticket," said one of his of the cabins and Jeck houses. The first mate, Mr. Robinson, an old sea-fearing man, was questioned respecting the storm. ment handed the ticket over, when his friend cyclone begun last Saturday at about 2 o'clock in the afternoon," he said, " and long as I have been at sea I have never witnessed anything to equal it. We were in sight of this job on me?"

The number of brides who have visited Niagara Falls this year is 428, and all but one tried to look as if they had been wives or years.

Intervented thus of great service to Southein versels bound for New York and Boston.

The Vera Cruz having on the other hand left New York last Wednesday week, she probably sighted St. Augustine, on the Florida coast, at about the same or years. time as we. But as vessels bound south are, -Mushk-i-Alum, it is said, is preaching in to avoid the Gulf Stream, forced to keep very

> vessels in the open sea. "The heavy clouds which began to over-"The heavy clouds which began to over-shadow the horizon early Saturday morning get him to land." I said "No." I did not

THE WRECKED VERA CRUZ. that a cyclone was upon us. All the ordinary precautions were taken by the captain, but a possible. I told him I could see nothing to prepared as we were to cope with the elements we little thought what was in store for us.

Statement of the Record. The tossing of the vessel became stronger and stronger every minute, and huge waves broke with violence against the bulwarks and hurricane decks. As the tempest increased in fury the atmosphere was filled with a thick mist, making breathing difficult. A little before the storm we cult. A little before the storm we just before a sea smashed in the port side of had seen several vessels within a few limites of us, but now not a vestige of them but whether he got excited and jumped overwas visible. Nothing but the heavy fogs met board or was swept away is not known to any our gaze, and nothing but the howling of the of us. The first efficer, second mate and one circular-sweeping winds and the noise of the breakers reached our cars. Every man of the crew—thirty-three in number—was mean—got free. Miller and his engineers stood by breakers reached our ears. Every man or the crew—thirty-three in number—was meanwhile at his post, and although death seemed imminent, cheered by the Captain's voice, while at his post, and although death seemed imminent, cheered by the Captain's voice, william O'Neil, and a sailor stood at the wheel until the ship sank. The captain never wheel until the ship sank. The captain never are the bassengers during the storm. our situation was only en hancel by the minutes after the ship went to pieces men, darkness which enveloped us. One after the women, children, horses, cats and rats were other the boats were jerked out of their fit-tings and washed overboard. The bulwarks waves we were smashed into atoms and the cook's loaves. house was broken away. The sea at some moments was as high as the top of the smoke stack and we feared every moment that the machinery would be overflooded and put out of order. The Saturday night we passed was as horrible a time as I ever had, and we all of order. thanked God when Sunday morning slightly calmed the raging of the elements.

"If the Vera Cruz has succumbed to this yclone, which is more than probable, I hardly think a soul on board will have been saved. The vessel must have been wrecked between seaman and I know him well, but all his science would be thrown away in a cyclone such as those which pass over the West India Islands.

DESCRIPTION OF THE STEAMSHIP.

The City of Vera Cruz was built in 1874 by J. Englis & Son, at Greenpoint, L. I., for the F. Alexandre & Son's Line, and was employed in the trade between this city and Havana and Mexico. She was a wooden ves-sei, 287 feet in length, 37 feet beam, 26 deep and had a draught of 19 feet of water. Her tonnage was 1,874 tons. She was brigan-tine rigged, had two masts, one smoke stack, and was propelled by a screw 15 feet 6 inches in diameter with a pitch of 23 feet. She had three decks; her timbers were of white oak, chestnut and hickory. Two cylinder engines supplied the motive power. The vessel was trengthened by iron stripes and was considcred one of the staunchest in the line. The cabins of the vessels were finely finished and comfortably furnished; electric bells were provided for communication between the dif-ferent departments. The mail room was next to that of the purser, near the centre of the ship. There were eight life-

centre of the ship. There were eight lifeboats in all—four on the port side and four on the starboard side. The place where the baggage was stored was about midships.

The following are the chief officers of the vessel: Edward Van Sice, captain; F. M. Harris, mate; B. Nissen, second mate; Sila. E. Whitney, purser; H. Muller, carpenter; C. Brandenburg, quartermaster; W. O'Neil, quartermaster; W. Miller, chief engineer; E. Brooks, first assistant engineer; A. F. Loomis, steward; J. Schoen, second steward. The cargo of the City of Vera Cruz was valued at from \$100 000 to \$150,000. This is a smaller cargo than she usually carries.

a smaller cargo than she usually carries. From the information that can be obtained it insured for about 70 per cent, of its value but the insurance is so divided that no one company will be a heavy loser. The cargo assorted merchandise. A considerable por ion of it was consigned to Havana, and the remainder to the Mexican ports.

A PASSENGER'S STATEMENT.

JACKSONVILLE, FLA., Sep. 4 .- The steamer Water Lily, from St. Augustine, arrived yes terday, having on board A. K. Owen, civil engineer, and four seamen, the survivors of he steamer City of Vera Cruz. From Owen's statement it appears that the stevedores' work was not well done, and when the gale grew furious the ship had a decided list. The officers nd crew comprised 51 persons. 31 cabin passengers, making 82 souls on board, 11 of those on board only are known to have been saved. The Vera Cruz left New York at 4 o'clock on Wednesday, 25 ult. The cold wave of Wednesday, with rain, continued with a brisk wind from the north-east on Thursday and Friday, but it calmed down at midnight. The ship listed all the way, and at meals it was difficult to keep the dishes on the table. The weather was cloudy with frequent rain. At 1 o'clock p.m., Saturday, the captain was heard to re mark to Harris, the first officer: the barometer is falling rapidly; we are going to have a hurricane." Orders were given to throw overboard barrels of oil and cases on The real blast of the cyclone struck us on the port bow about 25 minutes to 2 p.m. n Saturday and listed the ship almost on beam ends. During the gale three skylights in the main saloon were carried away, and the waves poured considerable water into the saloon and store rooms, setting all adrift.

At 2 p.m. the ship took a heavy sea, and the water put the fires out immediately, stopping the engines. A donkey engine was then started and was going when the ship sank. The purser came hurriedly below, and said the captain had sent him to tell the passengers to come to assist the crew or the vessel would go down. We immediately got up. I went to the deck and to the floor of the engine room, and assisted the passengers with buckets for an hour. Captain Van Sice was in the line near the top, passing water. while I was there. It was no use, as the sea was continually breaking over the vessel and coming down in large quantities After this nothing remained between decks. but to get the life preservers on the women. There was no excitement on board; even the children were quiet and reasonable. Each assisted the other in arranging the life-preservers. The storm by this time was most territic, and the ship listed to her beam ends at every wave. The storm was so thick we could not see a hundred yards ahead, and the roar of the wind and beating of the rain was like the rattle of musketry. At twelve minutes past 4 a.m. the sea broke into the engine-room and through the saloon, making a crash like a battery of artillery, striking terror for an instant into every one, and dash-ing the saloon passengers, tables, doers and loose furniture together into the water knee deep. The passengers now crowned and said hall at the top of the salcon steps and said farewell to each other. We adjusted their life preservers and extended sympathy one to another. Never before, perhaps, was there a set of pussengers so quiet and unexcited under circumstances so appalling. Alex. Wallendge brought a little boy to me and said: "Owen, I will give you a thousand

care of her, but I said to her and to others that there was nothing to be done but to

stick to the ship until we were washed from her, and then to cling to the fragments as long as possible. This plan was carried out by every passenger. The captain was seen just before a sea smashed in the port side of the upper decks, at 12 minutes past 4 a.m.,

sad incident occurred. An enormous wave came near the passengers during the storm, smashed into the pilot house and broke down nor did he send to inquire into their condithe wheel gear. One of our best men, Julius Johnson, rushed to adjust it again, when other passengers may be left to so thoughtless another wave no less violent than the first and indifferent a man. It was six o'clock swept him overboard. He was seen no more.

The approach of night did not diminish the furricane; indeed the horror of were clashing together in the water, and five

> mixed in the trough, and over this mass the waves were fifty feet high, in peaks like sugar loaves. When we went up on one, it was not to go down on the other side, but to be turned over at the top and sent rolling through the air to the opposite one back and forth. This lasted two or three hours, after which the more tack. which the waves took a more natural character and came in swelling ridges. General Torbett was picked up by Charles Smith, one

St. Augustine and Cape Canaveral, a very dangerous coast, consisting of sand banks and reefs. Besides this, the violence of the again alive. The wind was so terrific that when a plank, raft, box or trunk would reach the top of the wave it was whirled through the air with a force terrible to behold. Among the living or dying I never passed a person who was not bleeding from some wound inflicted by passing fragments, and half were dead and dying fifteen minutes after they took

to the waves. It was most appalling to see heroic women struggling against the timbers and waves. I stood by the main mast till the water rushed in over the hurricane deck. I then climbed up the rigging twenty-five feet and was washed off by the waves. In an instant after the fragments of the wreck were piled on and over me. I was stunned by a blow across the head as I climbed first upon one thing and then on another for half an hour. I rushed up one mountain of water then down another until finally I caught hold of a piece of the ship 21 feet long. This was part of the side of the dining salcon. Through one window was the head and shoulders of a man, Thomas Grambool. He asked me to break the frame, but as that was impossible I shoved him down and he came up through the next opening. We now threw off our life preservers and stuck to the wreck through thick and thin for 24 hours. During that time we were at least two-thirds of it un-

der water in the night. We were both completely blind from the salt deposited in our eyes. When we struck the surf at four o'clock a. m. on Monday our raft went to pieces and we were turned over six times before coming to the surface, We were landed at Batefurh's farm, near Alcona, 60 miles south of St. Augustine and 12 miles north of Mosquito Inlet. Chas. Smith, J. H. Kely and Mason Talbot, of the crew, landed near us within five minutes of each other. Charles Bradenbury and John Greenfield, of the crew, landed at Mosquito Inlat. Twenty others of the crew and two passengers are at Syrna, south of the inlet. Their names we

were saved, and but three passengers and eight of the crew are known to have been saved out of eighty-two.

A LONDON MAN ON BOARD. London, Sept. 4.-Mr. Jno. Gourlay, of this city, was one of the ill-fated passengers on the Cuban steamer Vera Cruz, and was undoubtedly drowned. Mr. Gourlay left here on the 22nd of August and sailed from New York on the 25th for Remadice, Cuba, 300 miles from Havana, where he has been on a sugar

estate for the past eighteen years.

WHERE THE LOSS WAS

A young man who belonged to an excurion party visiting Detroit last week, called at the City Hall to make complaint to the Chief of Police that he had been robbed of his watch.

"What sort of a watch was it?" inquired the Chief. "Well, it was a kinder old-fashioned, but it kept the straightest time you ever saw. Every clock within four miles was run by

that watch.' "What was it worth." "Well, I'd been offered seven dollars for it." "It isn't such a great loss, then?" "It isn't the money value that hurts me. though I don't care to lose seven dollars any more than any other man. You see, it was the only time-piece we had to run our prayer-meeting by, and when the deacon rose and asked me what time it was the minit I begun to haul out that ticker every young man dropped his head, and every gal pricked her ears and ached for me to beau her home. It made me solid all along the town-line and put me ahead at the country dances, and I've

"And you wouldn't do that?" "I might, you know, but the minit the old man wanted to give me his note for nineteer of it I'd have to own up or shake his paper, and dad's a man who draws his notes with fist as big as the top of your hat !

either got to git it back or go home and tell

the folks that I came across a blamed fool and

sold it for a twenty."

AGRICULTURAL COMMISSION Examination of Muskoka Settlers PARRY Sound, Sept. 1.—The members of ne Agricultural Commission, now visiting Muskoka, arrived here this evening, having travelled by one mode or other some two hundred miles through the district. On Saturday they held a sitting at Port Carling, where settlers from the townships of Medora and Watt were examined. On Monday, at Rosseau, the townships of Humphrey and Cardwell were well represented. At Maganettawan on Tuesday witnesses were present from Croft, Chapman, Spence, Ryerson, and Lount, and to-day at the village of McKellar, and Ferguson. Great interest was everywhere manifested in the enquiry. To-morrow the Commissioners hold a session at this place,

-Doctor X, is as bad a hunter as he is a physician, but this does not prevent him regularly as the hunting season comes round from spending a fortnight in the fields with his dog and gun. "And that is the only period of the year when he dosn't kill anything," said one of his colleagues kindly.

and on Friday leave for home.

-At a ball-match-making mamma to her marriageable daughter: "Virginia, dear, don't lose sight of that gentleman in mourning. He may be a widower."

-No pumpkin which thinks anything of its size will fail to attend the State Fair.

PACIFIC RAILWAY.

Progress of the Negotiations in England.

AN ALLEGED PROPOSITION.

History and Estimated Cost of the Line.

plans to secure the construction of the long talked of Canada Pacific Railway. This work was commenced a year or two ago as a Government enterprise, but the Ministry have apparently become somewhat frightened at the nagnitude of the task or have become discouraged by the absence of aid from the Imperial Government, which was expected at the inception of the undertaking. Be the cause what it may it has been determined, if the pro-per parties come forward, to hand over the work to a public company, assistance and induce-ments being offered to promoters, as was done in the case of the transcontinental lines on the other side of the boundary. The total Torbett was picked up by Charles Smith, one of the crew, fifteen minutes after the ship sank. He was then weak and could crawl on fragments of the wreck only with assistance when the fragment ou which he was turned when the fragment ou which he was turned to grant a subsidy of \$20,000,000 in cash, payment to be spread over the period of ten wears, assumed to be necessary for the construction of the line, an amount equal to \$10,000 per mile, or about one-third of the estimated cost. A further grant will be made of 35,000,000 acres of land, to be located in alternate sections along the route, as was done in the case of the Union and Central Pacific companies. The 600 miles under construction will be handed over to the company without cost.

THE FINANCIAL SITUATION Negotiations on these bases have been for some months on hand, and it is at least an open secret that the late visit of Mr. J. H. Puleston, M. P., to Canada was in connection with an offer to find the requisite capital. A number of names are freely mentioned here as likely to be associated with the the corporation, if one can be formed, but it is certain that up to the date of writing nothing what-ever has been definitely decided upon. The Canadian Ministry have powers under the act of the Dominion Legislature either to continue constructing the line as at present or to subsidize a company for the purpose, and they certainly will not conclude any barand they certainly will not conclude any bar-gain with any party of capitalists unless the latter are prepared to furnish ample guaran-tees for the proper completion of the work. Upon this point, it is said, the matter for the present "hangs fire." Among the parties who, it is said, have been approached by the promoters to take seats on the Board of the proposed company is Mr. John Pender, the great submarine telegraph magnate, and Sir Henry Tyler, M. P., the chairman of the Grand Trunk Bailway of Canada, has been re-quested to join in the hope of bringing in the aid of the large constituency of proprietors he represents—some eight or nine thousand in number—supposed at present to be very sanguine and with plenty of capital, considering support a project which must be, to a certain extent, in competition with their own line, which it would only join at Montreal, and if the proposed branch to Sault Sainte Marie is constructed, the connection with American lines at that point would absolutely take traffic away from the Grand Trunk system. It cannot be said that much confidence is

felt in the success of the parties who for the present have the ear of the Canadian officials, but there are rumors of a powerful combina tion of Anglo-American bankers who are considering the question of making alternative offers should the present negotiations break down, as is not unlikely, on the question of the necessary guarantees. In proper hands there can be no doubt that a great success would attend efforts to raise the money, whatever the ultimate result of the outlay may be. Canada and Canadian investments are popular here at present. The Grand Trunk and Great Western Railway properties have within the past year emerged from the cloud of discredit which has so long hung over them, and give promise of returns to holders of all classes of their securities whose chances of receiving a penny of dividends until recently looked almost hopeless, The past rather shabby treatment of the Grand Trunk Company by the Dominion government has been forgotten in the liberal terms given on the purchase of the Riviere du-Loup section of the line, the proceeds of which unremunerative railway enabled the company to acquire its valuable Chicago con-The agricultural distress here has nection. turned popular attention to the vast Western prairies, whose produce competes so keenly with home grown breadstuffs, and the only comfort to ultra-patriotic Englishmen is derived from the belief-be it right or wrong that the worst part of this competition in the future will come from the "fertile belt" of country within British territory, to be opened up by the new Canadian enterprise. In the ruth or falsehood of the glowing accounts as to the fertility of the soil between the Red liver and the Recky Mountains, and the con sequent continued attraction of emigrants to he region, lies apparently the success or failure of the Canadian Pacific as a commercial enterprise. The most favorable reports are, however, generally believed here, and they are put forward with all the authority of Canadian blue books. It seems, therefore, certain that, launched under proper auspices, a Canadian Pacific railway company would find any amount of capital required. Money remains a drug in the hands of the investing public. Warned by past experience of bubble companies and defaulting governments, capital has been accumulating here for several years past, and the result is seen in the almost pro hibitive prices to which the best British and American railroad and other securities have been driven. If placed in an attractive form before the public any large enterprise like the Canadian Pacific Railway would be welcome as affording a relief to the existing plethora. HISTORY OF THE ENTERPRISE.

The history of the undertaking, so far under the control of the Canadian Government, is as follows: The first expenditure on construction was toward the end of 1874. tracts were then entered into for the telegraph om Lake Superior to British Columbia along the route of the railway, including the clearing of the forest land to a width of 132 feet. The line was divided into four sections, on three of which the work was prosecuted maining section across the mountains to British Columbia remains incomplete. In the mob.

tract—the one from Fort William, thirty-three miles to Sunshine Creek, and the other

east from Selkirk, seventy-six miles to Cross Lake. An extension east of Cross Lake, thirty-six miles to Keewatin, at the outlet of the Lake of the Woods, was placed under contract in January, 1877. In 1876 a contract was made for an extension from Sunshine Creek west to furnished with a smart trotter and a light (New York Herald Correspondence)

London, Aug. 17, 1880.—Readers of the Herald are aware that the Premier of the Dominion of Canada, Sir John Macdonald, and other leading officials are now in this country, and it has been publicly announced that their visit is in connection with plans to secure the construction of the long talked of Canada Paris. The contracts are now in the summer following a section of 100 miles west of Red River. ground was broken toward the close of last year, when the grading, bridging, track lay-ing and blasting, from near Yale to Savona's Ferry, a distance of 127 miles, was placed un-

der contract. The length now under construction is thus as under:

branch)..... n British Columbia (main line)...

Total under construction A second 100 mile section west of Red River as recently been let, making a total of 822 miles under construction, consisting of main miles under construction, consisting of main line 720 miles and Pembina and Winnipeg branches 102 miles. In April last the rails were laid 136 miles west of Fort William and 90 miles east of Selkirk, and traffic trains are regularly run from Emerson to Cross Lake, 161 miles.

WHAT IT WILL COST.

The cost of the route will, it is said, bear favorable comparison with that of the other completed and projected transcontinental lines. The general summit to be attained is lower and the gradients more moderate. While the Central Pacific in climbing the Sierras attains a height of over 7,000 feet, and the Union Pacific passes the Rocky Mountains at an elevation of over 8,000 feet, the Canadian Pacific has but one summit on its route at Yellow Head pass, where a level of 3,640 feet is reached. The cost of the 406 miles from Fort William to Selkirk, 17 years old. approaching completion, will be about \$17,000,000, and for the Pembina branch the outlay has been \$1,750,000. For the whole route from Lake Superior to the Pacific coast Mr. Sandford Fleming, the Government Engineer-in-Chief, has made the following estimate, including a fair allowance of rolling stock and engineering during construction :

Miles Fort William to Selkirk.. Selkirk to Jaspar Valley...... Jaspar to Lake Kamloops.. 335 125 90 Lake Kamloops to Yale..... Yale to Fort Moody....... Add say.....

Totals . 1.956 \$60,000,000 The above does not include cost of exploration and preliminary surveys over a wide extent of country between latitudes 49 deg. and touching the ground. When the parties tent of country between latitudes 49 deg. and discovered his body lifeless a hare, which had 56 deg., along the route, amounting to over sought refuge under it, jumped into the road and escaped. The body of Joseph was disbranch, \$1,750,000, nor other amounts with which the Pucific Railway account of the house, and that of a lad was in a field near touching the ground. which the Pacific Railway account of the by.

Government is already charged. In the by.

Dr. Gauthier received his burns in the cause be constructed when practicable on account of the value of the territory thus to be opened

A PACIFIC CARLE.

The last report of Mr. Fleming also covers urgent recommendations as to the establishment of a Pacific submarine cable in connection with the Canadian Pacific telegraph system. The cable, it is suggested, may start from one of the deep water inlets at the north end of Vancouver's Island, and be sunk in a direct course to Japan, or it may touch about midway, Ambia, one of the Aleutian islands. At Yeddo in Japan, the connection would be made with the Asiatic telegraphs. As an alternative route the submarine may land on one of the Kurile Islands north of Japan, and thence extend direct to Hong Kong. would complete the connection with the whole Eastern telegraph system and effect important results. Such a line would conct all the great business centres of America line would be employed for the most part by the English speaking people of both hemiswould bring Great Britain, Canada, India, Australia, New Zealand, South Africa, and at the barn he tore the burning p by one and at length he managed sessions of Great Britain into unbroken pass through other European countries.

BALDHEADED PROPLE.

shows his skull-sure. It has never been decided what causes baked. Carcases of cows were lying in the bald heads, but most people think it is dandrough. A good novel for bald heads to read-"The blinding effect. The fires were burning fierce-

Lost Heir.' What does a baldheaded man say to his any damage could not be learned. comb? We meet to part no more.

world. The baldheaded man never dyes. who are the only successful hair raisers.

low forehead. that shapes our ends." Bald men are the coolest-headed men in the world.

his head? His hat.

Some bald men have heirs. The observatory on Ætna will soon be an has been done, complished fact. The object is the study of It is impossible to say to what extent the

-Capt. Warren, a Cork landlord, went to the farm of one of his tenants, named with vigor and the telegraph completed from rent The people collected around him French Canadian families the number of Fort William to Edmonton, 1,200 miles, so and threatened him, whereupon he drew a homeless people may be set down as between that messages could be transmitted. The re- revolver. A stone was then thrown at him 300 and 400

LIFE DESTROYING FIRE.

Three Men Burned to Death.

SEVENTY FIVE FAMILIES HOMELESS.

UPTON VILLAGE, Sept. 7.—Your correspondent left Montreal this afternoon at 3.15, and arrived at the scene of last night's disaster just before dusk. Every few miles after leaving Montreal dense volumes of smoke could be seen from the woods, and in many spots the same year (1874) the grading of the Pembina branch of sixty-three miles north of the the indications were that the whole country bina branch of sixty-three miles north of the international boundary was commenced. In 1877 the grading was extended to Selkirk under the same contract, and in 1878 the track was laid on the whole length, eighty-five miles. In 1874 the extension of the Canada Central Railway to the eastern terminus, near Lake Nipissing, was subsidized. Early in 1875 two sections were placed under contract. The fires was laid on the whole length, eighty-five clearings and farms seemed in jeopardy. As we neared Upton the smoke seemed to increase in volume, and now and again we near Lake Nipissing, was subsidized. Early in 1875 two sections were placed under contract. The dark clouds of smoke and go curling tract—the one from Fort William. thirty up some tall maple. The atmosphere was heavily charged with smoke, so much so that even on the train our eyes suffered and breathing was uncomfortable.

city of Winnipeg, was placed under contract.

At the British Columbia end of the line when the wind increased to

A PERFECT GALE.

The fire began to encroach upon the village, driven from the south. Men were compelled to give up work in the fields, women and children fled for shelter, and for the next two hours the St. Helene, St. Germain, and St. Guillaume roads were thronged with them, each family seeking the safest place. The flames rose

AND MADE ESCAPE DIFFICULT.

especially in the St. Helene road, across which almost for its entire length the flames swept with great rapidity. Those who had escaped by the road to Upton were gathered together in the houses of friends at night, and together in the houses of friends at hight, and in counting those present a large number were supposed to be missing. The following are the names, as far as could then be learned, of those who had their houses, outbuildings, and crops deserted:—J. B. Ledoux P. Currier, L. St. Pierre, L. Poulin, E. Coletta P. Passorei I. Petit J. Paulin, L. F. Colette, P. Descrei, J. Petit, J. Poulin, L. Clinche, L. Clinche, Jr., E. Evalide, J. B. Louisell, A. Moquin, P. Cole, F. Brenvineau, P. Boissenette, J. Toupine, and S. Tadousseau.

THREE VICTIMS.

This morning several of the missing turned up, some of them badly burned, but there were three who could not escape, and

who were found opposite their farm on the St. Helene Road, their bodies burned to a crisp. Their names are Pierre Currier, 81 years old; Joseph Currier, 28 years old; and a grandson of Pierre Telesphore Currier, a lad THE WOUNDED AND BURNED are:—Xavier Major burned in the head, shoulders, arms, and feet so badly that he cannot recover; Dr. Gauthier burned in the

left hand, arm and face : Louis Clinche, both hands, arms, and right side of the face badly burned. The unfortunate Curriers, it seems, endea-

voured TO SAVE THEIR PROPERTY.

and when they found this impossible tried to escape, but found retreat impossible. The body of the old man was discovered face downwards in a ditch near his house, and the ac-tion of fire upon his body had drawn the back up until he formed a bow with his feet and head touching the ground. When the parties

the enormous recent rise in the price of their course of the surveys three alternative routes securities. It is difficult, however, to see why Grand Trunk stockholders should be eager to have been laid down in addition to the line attend a patient some distance on the road to as finally fixed to Burrard Inlet. All of these St. Guillaume, and was provided with a fleet are further to the north than the selected line, and average about two hundred miles horse became frightened and threw nim into greater length. They follow respectively the greater length. They follow respectively the Pass, and the Pine River Pass, very severely. The doctor describes his establishment of miraculous, and says that occasionally the flames seemed to have the speed of a race-horse as he ran along to

escape them. Xavier Maor was burned while trying to posed he inhaled some of the flames in escaping.

Louis Cliche, who was one of the wealthest men in these parts, also remained to fight the fire, but was not successful, and after seeing all his barns and houses troyed managed to escape. He suffers very

A REMARKABLE ESCAPE.

One of the most remarkable escapes was that of Pierre Cote. He owns the farm which adjoins that of the Curriers, and when his wife and children started to escape he, like Lot's wife, looked back, and then went back resolved to see the last of his splendid barns and crops. He saw his barns catch fire and the fire in one or two places in his yards among the chip piles. Then he turned to flee with China and the principal ports of Asia for dear life and found the St. Helene road much more directly than by the present lines shut in by the flames. He then turned back of telegraph by way of Europe. The new resolved to fight the flames to the last. He had but four pails of water with which to do it, and the river was more than a mile away, pheres, and the frequent mistakes of polyglot but he used his water economically, and when telegraph operators in Europe be avoided. The further inducement is held out that it every spot that took fire. Then he tore down the fences, and once when a stump took fire by one and at length he managed to move the stump bodily away. He is a small man, five feet three inches in height, and the last man telegraphic communication with each other in entire independence of the lines which that one would take for a man of nerve or en ergy. On the road from the station to the residence of Currier I passed the ruins of

FULLY A SCORE OF BUILDINGS, A baidheaded man is refined and he always in with articles saved from the flames. Corn was standing roasted, and the potatoes were ditches, while the furrows were filled with ashes which drifted about in the wind with

ly on all sides, but whether they were doing THE DESTRUCTION TO PROPERTY. Motto for a baldhead—Bare and fur-bare.

However high a position a baldheaded
man holds, he will never comb down to the \$40,000 worth of farm property and stock

have been consumed. The loss here is estimated at \$125,000, and so far none of the Advice to baldheaders—Join the Indians, losses that I have met are insured. All I have seen live on the St. Helene road. What does every baldheaded man put on St. Helene and St. Guillaume road losses cannot be estimated yet, as the very roadways You never saw a baldheaded man with a are on fire and the bridges burned. The fire at one time was so near the centre of the vil-Shekespeare says:—"There is a Divinity lage that the hemlock bark yard of Messrs. Goodhue Bros. took fire. Had it not been quenched the whole village would have been burned. The wind now seems to have turned about in the direction opposite to that taken by it yesterday, and it may be that the worst

accomplished fact. The object is the study of vulcanology, and therefore it has been built devastation has gone in directions other than that over which I have traveled. They say here in Upton that altogether

some 75 families

Middleton, for the purpose of distraining for have been burned out. As these are all French Canadian families the number of from behind a hedge, and he was beaten by and left hardly a trace of any of the barns or buildings.