

PLUNGED DOWN TO DEATH

TERRIBLE RAILWAY TRAGEDY AT ST. GEORGE, ONT.

Nine Killed and Thirty Wounded—Many Ontario Victims—Running Forty Miles an Hour—The Story of the Accident.

St. George, Feb. 27.—Never in the history of Western Ontario since the Desjardins Canal accident has the population been thrown into such a state of excitement as they were to-night by the intelligence that the east-bound St. Louis express due at this station at 5 p.m. had gone through the iron bridge a few yards east of the station.

The train is one of the heaviest loaded on the line and consisted of five coaches, baggage, passenger, smoking, Pullman and dining cars. As near as can be ascertained the accident happened in the following manner. The piston rod broke just as the train passed the station, causing the rails to spread as it proceeded. The engine, tender and smoking car crossed the bridge in safety, but just as the passenger coach was near the centre of the bridge the terrible affair occurred.

The fireman noticed that all was not right and jumped, receiving a severe scalp wound.

The passenger car fell over the bridge, turned a somersault and landed right side up. The Pullman remained on the bridge.

The dining room car contained about seven people besides the waiters. Copper had just been announced and in a few minutes the car would have been filled and all must have perished.

The following is a list of the killed and wounded:

- The killed. GEORGE LEGGAT of Mitchell. W. M. WEMP of London. DR. LEVI HOYT SWAN of Woodstock. A. W. FRANCOIS of Woodstock. MR. MCLEAN of the firm of McLean & Co. teacher, Detroit, Mich. E. R. BAINES, general storekeeper Grand Trunk Railway, London. CAPTAIN MOORE, a Salvation Army man from Brantford. MR. PEERS of Woodstock. HARRY ANGLE, fireman. The injured. THOS. L. DOUTREY, the temperance lecturer. MRS. JENNING of Paris. MR. and MRS. BUDDIN of Dorchester. MRS. HIGGINS, Rossie House, Toronto. MRS. McLEOD of Ingersoll. MISS CHAFFER of Pontiac, Mich. JAMES HYSLOP of Goderich. DAN. PEACOCK of Woodstock. R. W. KNIGHT of Woodstock. JOHN MCKINLEY of Detroit. FRED. HANCOCK of New York. GEORGE FORBES of London. MRS. R. MARSHALL of Rogers. MRS. L. R. MARSHALL of Rogers. JOHN R. WILSON (colored) of Chatham. MRS. EVANS of Hamilton. GEORGE MARGETTS, dining car conductor, Niagara. ROBERT HILTON of St. Catharines. MR. McLAURIN of London. CONDUCTOR REVELL, seriously. D. W. KARN of Woodstock. WILLIAM BENDICT of Sandiac, Mich. MISS ANDREWS of Lambeth. DR. H. LEQUESNE of Cleveland, O. MRS. A. S. SENDALL of Detroit.

The town is wild with excitement and special trains have brought delegations from various points. The accident was witnessed by some of the town-people, the alarm was given immediately and in a few moments the streets were the scene of the wildest excitement. Merchants and tradesmen were on their way to supper, but they left the evening meal untouched and hurried toward the scene of the wreck.

Every available conveyance was hurried to the bridge, and as the dead and wounded were taken out of the debris they were conveyed, some to hotels, some to private residences and still others to the Mechanics' Institute hall and the station house.

A noble army of heroic women turned out to minister to the wounded and dying. All the doctors were soon on hand and attended without delay to the poor mortals who groaned and cried for help.

An auxiliary train soon arrived from Hamilton and another from London. A special came from Woodstock, a sister town that has suffered much more heavily than any other, bringing a large number of people.

Doctors came from Paris, Brantford, Hamilton, Woodstock and London. For a time the hands of all were full.

The scene of the wreck is appalling. On one part of the bridge are a number of things heaped together and some of them splintered to atoms. The partially demolished Pullman occupies a place on the bridge, and appears to look down in pity upon the sorrowful scene. The dining car stands up almost perpendicularly upon its end, the upper end leans against one of the vast stone piers.

The hind wheels of the driving car became detached from it just before it took its fearful leap for the ground, and they now nestle in the iron framework of the bridge.

The first-class coach took a complete somersault in the descent, and though it landed right side up it is nearly demolished. A heap of debris lies at the foot of one of the piers, and a strange conglomeration it is of car wheels, stoves and other railway attachments.

Engineer Brown stuck to his post and passed over in safety, while the poor fireman jumped and was so severely injured that he died.

The bridge, formerly of wood, is about sixty feet high, was a substantial iron structure with massive stone piers, and to avoid even the possibility of an accident was overhauled a week or two ago. It stood the strain a few years ago of a heavy freight train on which two or three cars had jumped the rails, caused by a broken wheel, and only the heavy dining car broke through the iron tracks work after the ties and woodwork were stripped off by the preceding car.

The dining car being stonily constructed of iron was almost impenetrable by the axes and saws. The poor fellows were pitched to the bottom amongst a mass of broken tables and dishes. Upon the top of all this was the cooking furnace in full running order. The danger of fire was imminent and luckily the first thought of the rescuers was to prevent this still worse horror befalling the poor victims crushed beneath.

Beneath all one man was calling for help and when taken out was scarcely injured. The shrieks of a lady near him were heart-rending, but she died before they could be rescued. Two men were sitting together talking. One was killed instantly, the other was rescued badly, but not hopelessly, injured.

A special train was sent for Coroner Webster to Paris, and an inquest was opened in Mechanics' Hall.

RETICENT OFFICIALS.

Thirty Tentacles on the Ill-Fated Train—Excitement in the Forest City.

LONDON, Feb. 27.—About 30 tickets were purchased at the station here by passengers on the St. Louis express this afternoon, and when the accident to the train was reported it caused great excitement throughout the city. The news spread very rapidly and the G. N. W. Telegraph office was soon besieged by anxious enquirers. Nothing whatever could be learned at the depot about the accident, the railroad officials being very reticent. E. R. Baines, general storekeeper of the Grand Trunk Railway, and W. M. Wemp, traveling agent for the Chicago, Milwaukee & St. Paul Railway, from this city, are amongst the killed. Conductor Revell and Frank McLaughlin are in the wounded list.

Mr. Frank Stephen, brother of Sir George Stephen, and Mr. A. Beck of this city, are said to be going east on this train, but as

the last moment decided to go via the Canadian Pacific Railway.

Inter-Particulars.

HAMILTON, Feb. 28, 2:30 p.m.—Most of the injured here taken to Brantford. Some of them, however, are now at Hamilton. Timber is now being loaded here for the purpose of repairing the bridge.

The Wounded Taken to Brantford. HAMILTON, Feb. 28, 3:40 a.m.—The train that left here at 7:30 a.m. has just returned. A corps of ten surgeons went out to the wreck and rendered assistance to the wounded.

The wounded were not, as expected, brought here. They will be taken on to Brantford. At the hospital here arrangements had been made for the reception of 40 patients. Another train will leave here this morning for St. George.

A TRAVELER'S DESCRIPTION.

How the Dead Were Found and the Wounded Cared For.

TORONTO, Feb. 28.—Most graphic was the description given by Mr. J. C. Gilroy, traveler for the firm of W. C. Grasset & Darling, who with Mr. T. L. Lewis of the Crompton Corset Co. was seated in the smoking car of the ill-fated train. Said Mr. Gilroy:

"I was on one side of the smoker at about 6 o'clock and Mr. Lewis was opposite me. We were waiting for supper to be served in the dining car, the tickets having just been given out. Suddenly we felt the wheels bumping over the ties. We jumped to our feet and rushed out just as the train came to a standstill, and we found ourselves about one hundred yards on the other side of the bridge. Rushing back we saw the bridge broken and the three last cars in ruins. The first class passenger car, which was next to the smoker, had been thrown off the bridge and precipitated to the ground sixty feet below. It had turned a complete somersault and landed with the wheels down. The dining car, which was next to the ordinary passenger, had also gone flying over the bridge and had reached the ground, but it stood perpendicular on its end, one end resting on the ground. The Pullman car did not go down but it hung in the wreck between two of the abutments."

"I've read of such things," said Mr. Gilroy, "and I saw one at St. George, but I never want to see another. It was simply horrible. All in the cars that were safe hurried out and rushed back and down the embankment. The passenger car that had gone clean over commenced to burn, but the men set to work and with snow and their coats quenched the fire and saved many lives from death by burning. Many a good fur coat was spoiled. I helped to carry three dead men out of the wreck of this car and saw a couple of women badly smashed. Miss McLeod of Ingersoll was injured and so was Mrs. J. C. Huggins of Paris and her child, but the lady much more seriously than her child. Mrs. Huggins of the Rossie House, Toronto, was also hurt. I saw an elderly gray-haired lady whom I was told was Mrs. Evans, matron of a home in Toronto, whose face was horribly crushed in. The St. George people were extremely kind and drove out with all sorts of cabs to remove the dead and dying to the hotels and other places; the doctors of St. George and Paris did grand work."

"But the great and awful sight was that of the people in the overturned passenger car. The dead and dying were lying on the snow, and there were only two people cut of that car who were able to come away with us. Miss Nicholson of Hamilton was pinned within the car under some timbers. She was close to a window and seeing the flames start smashed the glass and worked herself out, her injuries being some ugly bruises and her clothing being badly torn. When we got down we saw her smashing other windows with a stick and helping to liberate other passengers. She did some grand work."

Another passenger who reached Toronto last night gave this account: When the express left Detroit at noon it comprised a baggage car, smoker, passenger coach, Pullman and dining car, in the order named. All the cars were pretty well filled, but the crowd of passengers was much increased as the train progressed east. At Woodstock there was a large accession. There were many ladies on board, mostly divided between the Pullman and the passenger coach. It was close on to 5:30 when the train neared the fateful spot. The first intimation the passengers had of it was the jolting of the cars over the ties of the bridge. A freight train from the west had passed safely over an hour before.

The engine, tender, baggage car and smoker, although all off the track, got safely across. The passenger coach, immediately behind, cut loose from the procession and dived over the bridge. The trucks parted company with the body and were thrown about 35 yards apart. The body with its human freight struck the bottom of the creek with a tremendous crash and there lay. Strange to say the Pullman car remained on the bridge, but the sleeping car behind it got away and followed the coach. In its descent it struck one of the stone piers of the bridge, the force of the collision breaking the car squarely in two. The pier itself was also ruined. The dining room car, the last of all, also went over. It bounded against another pier and the shock threw it end up, in which position it yet lies. The scene immediately after the accident was one of horror, which was added to by the fact that the dining room car caught fire and began to burn ferociously. The uninjured passengers, however, in a short, sharp struggle conquered the flames and saved the injured from a terrible death.

One lady going to Hamilton had a most marvellous escape. She was seated in the passenger coach next to another woman. When the crash came her companion was killed and she was untouched, and able to crawl out of a window. As soon as she got out she fainted, but shortly afterwards recovered and worked as hard as the stoutest man, and to as good purpose. The people of St. George turned out to a man with sleighs, bringing the wounded up to the village. The dead were taken to the depot and there laid out. Four bodies were taken out of the passenger coach alone.

Conductor Revell, who had charge of the train, was slightly injured, but he and the other train hands worked like heroes. The excitement in Hamilton when the news of the accident reached there was intense. All kinds of rumors were afloat at first. The G.T.R. people at Hamilton were reticent, simply telling inquirers that there was nothing to be alarmed at, and that the engine only had left the track. However, when a general call for doctors had been given out, and the preparations to send out the wrecking train with a double gang began to be discussed, the suspected disaster was confirmed. The wrecking train left Hamilton at 6:37, having on board a staff of 12 doctors and a wrecking gang of 60 men in charge of Conductor Flavell.

The train when crossing the bridge was going at the rate of 45 miles an hour, the usual gait at this section of the road.

The Scene of the Accident.

St. George is a small station on the main line of the Great Western, between Harrisburg and Paris. It is in the township of South Dumfries, in the County of Brant; and the village lies one mile north of the railway track. Two miles is distant from Harrisburg about two miles, and the accident happened a few yards east of St. George, that is, on the way to Harrisburg.

THE VICTIMS.

Brief Biographical Sketches of Those Who Went Down to Death.

Egerton Robert Baines was the son of the late Thomas Baines of Toronto, and brother of Messrs. William and C. G. Baines, brokers, and of Dr. Allen Baines of Toronto. He was about 37 years of age and leaves a widow, four sons and one daughter. The eldest son is Mr. Harry Baines, who is agent of the Dominion Bank at Niagara, the other sons being W. B. Baines and Harry Baines of Toronto, and R. A. Baines of Chicago; the

daughter is unmarried. The deceased's mother, aged 74, is also living in Toronto.

The deceased gentleman was educated at Upper Canada College and in England, and was connected with the Great Western Railway and Grand Trunk Railway for twenty-two years as purchasing agent for the Grand Trunk Railway, since the amalgamation of the two roads, and before that with the freight department at Hamilton. He had been living in London for six years, where he was warden in St. Thomas Church, and was on his way to Toronto to stay with his brother, the doctor, in Simcoe street. He was a genial, well read man, with many friends and no enemies.

Dr. Levi Hoyt Swan

was a prominent physician of Woodstock, where he practised for the last 30 years. He was about 35 years of age and leaves a family of two children. One of them, his daughter, was married to Fred Cox, son of Mr. Cox of the Canada Life, last week. Dr. Swan was a member of the town council for the past three years and also surgeon for the 22nd Battalion.

Captain Moore.

was of the "Hallelujah Lasses" of the Salvation Army, was about 22 years of age and unmarried. She was on furlough and had been residing at Brantford. She was formerly stationed at Burlington. She was well known at other stations, but had not been connected with the Toronto Salvationists.

William Wemp

was the traveling agent for the Chicago, Milwaukee and St. Paul Railway Company. He was born in Canada about 45 years ago. He formerly lived at Chatham, Ont., and went into the railway business about four or five years ago. He was an all-around good railroad man although his experience in that business was not very extended.

Denis W. Karn.

Mayor of Woodstock, is a leading member of the firm of Karn & Co., organ manufacturers, about 33 years of age. He represented the town for the past two years as reeve, is a prominent member of the Baptist denomination and a member of the Senate of McMaster University. He is also director of the Manufacturers' Life Assurance Company of Toronto, in which company he is insured for \$10,000. He has a wife and three small children.

THE WOMEN DISAPPOINTED.

Gallant Mr. Water's Bill Defeated in the Ontario Legislature.

TORONTO, Feb. 28.—The galleries of the Local House presented an unusual appearance yesterday. Crowded were they to their utmost limit by ladies deeply interested in the passage of Mr. Water's bill to enable widows and unmarried women to vote for members of the Legislative Assembly. The upper gallery was also crowded. There was little applause during the speech of the mover and the reply from the principal opponent of the measure, Mr. Dryden, but both members received liberal applause at the commencement and finish of their speeches. A pleasing feature was the presentation by the ladies of a handsome bouquet to Mr. Water while advocating their cause.

Mr. Metcalf favored the passage of the bill and made a brief but telling and humorous speech in favor of it.

Mr. Armstrong (Parry Sound) favored the measure. Mr. Gilmore (West York) opposed the bill.

How A. M. Ross did not favor the discrimination contained in the measure.

Mr. Smith (East York) was of the same opinion, and would, as the bill stood, be compelled to vote against it.

In the evening, after a number of private bills had been passed through their second reading, Mr. H. E. Clarke resumed the debate on Mr. Water's bill. He did not consider the franchise was a natural right at all; it was a civil right.

Mr. Hardy moved an amendment to the original bill, concluding with the words: "It is the duty of this House as now constituted to refuse its assent to any measure involving the principle of female suffrage at parliamentary elections."

Mr. Mowat spoke in favor of the amendment. His old opinion that woman suffrage would be a good and useful thing was unchanged.

Mr. Meredith entered an emphatic protest against the bill.

Mr. Creighton also opposed the bill, and the amendment put to the House was carried by a vote of 56 to 22.

The Division List.

YEAS—Awrey, Ballantyne, Blezard, Birch, Bronson, Chisholm, Clancy, Clarke, K. F. (Toronto), Clarke, H. E. (Toronto), Clarke (Jellyfish), Connor, Cosgrove, Craig, Creighton, Danco, Dryden, Evans, Full, Fraser, Freeman, French, Gibson (Hamilton), Gibson (Hurr), Gilmour, Gould, Guthrie, Hammett, Harcourt, Hardy, Hess, Hudson, Kerns, Lees, Lyon, McMahon, Marler, Master, Meredith, Mowat, Murray, Preston, Rayment, Ross (Middlesex), Smith (Frontenac), Smith (York), Smider, Stewart, Toole, Whitney, Wilmourby, Woodcock (West York).

NAYS—Allen, Armstrong, Balfour, Caldwell, Cress, Duck, Ferguson, Field, Gerson, Graham, Ingram, McAndrew, Mack, Marler, Meacham, Metcalf, Miller, Morin, Ostrom, Rorke, Stratton, Waters—22.

WHEATLEY SCORCHED.

Three Buildings Burnt to the Ground—Loss \$45,000, Partly Insured.

WHEATLEY, Feb. 27.—This morning about 12:15 fire broke out here starting at Henry Dring's stable. The next building caught was a feed stable belonging to A. Merritt, and occupied by W. Coulson, and a few minutes after the building owned by T. Underwood, and occupied by Mr. Crawford, hardware merchant, was in flames. In the course of an hour all three buildings were burnt to the ground. By hard labor H. Scott's store and the Commercial Hotel escaped the flames, though badly scorched. The horses and most of the rigs were saved. The total loss is about \$15,000, pretty nearly covered by insurance.

Winnipeg Wire Whippers.

WINNIPEG, Feb. 27.—In the Legislature last night Fisher, Campbell and Roblin strongly opposed the Government in supply because so information or plans were submitted, and a resolution was offered demanding the probable cost of certain items before any sum be voted. It was voted down, 28 to 6.

To-day the Government announced its policy towards the Hudson Bay Railway, wiping out the old guarantee act and offering \$200 bonus per mile.

The Conservative Association meeting last night was an exciting one. Scarth was elected president but declined and E. L. Drewry was elected in his place.

The Clarke-Burrows criminal libel suit was adjourned till to-morrow.

Natural Gas Explosion.

PITTSBURG, Feb. 27.—A natural gas explosion occurred at Tarentum last night. The concussion almost completely demolished two brick dwellings and two smaller buildings. All the occupants were more or less scratched and bruised. The loss is heavy.

A natural gas explosion here this morning wrecked the frame house of Patrick Murray. The family of five were still in bed and it is a miracle that all were not killed. They all received painful injuries.

Oshawa Notes.

OSHAWA, Feb. 27.—John Hamilton of East Whitley was brought before Police Magistrate Grierson yesterday on the charge of firing a revolver. He was fined \$30. J. W. Ray of the Queen's Hotel and L. Maxwell, druggist, were before the Police Magistrate for violating the Scott Act, but their cases were postponed to Monday next. A 10-year-old daughter of Wm. Carr of this place was run over by a headlight to-day and received serious injuries.

WHAT WILL THEY DO NOW?

The Question Presented to The London Times—The Irish Party Jubilant.

LONDON, Feb. 27.—Mr. Parnell told me last night in the House of Commons that he is greatly disappointed by Pigott's disappearance, and by the opportunity thus lost of bringing home the foul conspiracy to its true author. It was expected that Pigott, on further cross-examination, would let fuller light into the working of the whole plot, and it looks as if The Times connived at his escape and is delighted by it. For the first time since Pigott's appearance in the witness box, Attorney-General Sir Richard Webster showed a return of the joyous spirit so habitual with him previous to this damning episode. Pigott was not watched even after The Times knew that he had made two confessions of his forgery. This singular ruffian, consistent to the last, made two confessions within a few hours, each directly contradictory to the other. In his confession to Mr. Labouchere, Pigott confessed to all the letters being forgeries. In his confession to The Times he admitted only a few, asserting that the letters of Egan were genuine. This is universally believed to be merely a stab in the back at Egan, whom he hates as having helped to expose his villainy. The story that Pigott was helped by Patrick Casey of Paris in forging the documents is entirely discredited. Pigott's hand alone did all the work.

Michael Davitt appeared in court yesterday with a large black bag, which contained further damning evidence of Pigott's infamy. Some of the documents collected in Paris were unpaid bills for indecent photographs and books, in which Pigott dealt for years. There were proofs also that for years he had forged bills regularly.

Mr. Balfour looks wretched and depressed, and his party almost as bad. If a dissolution were now possible the country would give an overwhelming verdict for Mr. Gladstone; but as the Tories know that they will resist an appeal to the country as long as possible. T. P. O'CONNOR.

Questions Which No Man Can Yet Answer. LONDON, Feb. 26.—Pigott's flight and confession of forgery have given a new turn to matters of which more will be heard. But sufficient unto the day is the sensation thereof, and of sensations we have breakfasted and lunched. I can remember no such succession of surprises and of scenes, I might almost say encounters, as occurred before the Parnell Commission yesterday. Expectation of Pigott's reappearance in the witness box brought together the most crowded and perhaps the most distinguished audience of the season. Mrs. Gladstone was conspicuous. Mr. Parnell, for once, was punctual. Mr. Davitt was in his usual place, having come back from Paris. Tim Healey had arrived from Ireland; so had Lord Mayor Sexton. Among the Liberal ex-ministers were Mr. Childers and Mr. Bryce. Other notabilities, political and social, were numerous. The counsel were all present before half past 10 o'clock. The judges, for once, were five minutes late. When they had taken their seats everybody looked for Pigott. The witness box was empty. The ushers bustled in and out.

"Where is the witness?" asked Justice Hannen. For a moment there was no answer. Then the Attorney-General answered gravely that Pigott was not to be found. He had not been seen at his hotel since 11 o'clock last night. How came it that Pigott (escaped)? Suspicion lurked in the air. Was he not shadowed by detectives? Each side supposed the other side watching him; yet first Mr. Soames, then Mr. Lewis, swore he was not. Mr. Soames had two men with Pigott, but only to protect him and see that nobody got at him. Mr. Lewis had nobody. Two detectives are heard of in attendance. Nobody can say for whom they are acting.

The question of real interest lies far away from Pigott. What The Times will do, what the ministry will do, what the country will say to all these astounding revelations and to others yet to come, what is to be the end of the political struggle which enters to-day upon a new phase—these seem rather interesting questions, which no man yet can answer. G. W. S.

What the London Papers Say

LONDON, Feb. 27.—The Daily News says: "We condole with the great Pigottist party on the loss of its leader and the consequent difficulty of forging ahead. No more utter and hopeless collapse has occurred in the history of calumny."

The Daily Telegraph says: "To all intents and purposes the Parnell Commission may be regarded as ended to-day. We are extremely glad to say that Mr. Parnell stands free and innocent of the damning charge attributed to him with what we are sorrowfully compelled to call a reckless and rash imprudence."

The Telegraph says the result of the political situation. The Standard says: "Whatever else is proved, the fact remains that a deep injustice has been done to Mr. Parnell and a blow equally to be deplored given to the character of English journalism."

The Standard laments the effect the case will have upon political issues, fearing it will confuse men's minds as to the true aspect of the Home Rule question.

The Times says it is precluded from commenting on the commission at this stage.

New York's Congratulations.

ALBANY, Feb. 27.—In the State Senate to-day Mr. Laughlin offered the following, which was seconded by Mr. Coggeshall and adopted: Whereas—The people of the Empire State of the American Republic, always desiring to cast their influence on the side of the oppressed and against the oppressor, are gladdened by every event which hastens the day that is to give Home Rule to Ireland;

Therefore, the Assembly concurring, be it resolved—We the representatives of the people of the State of New York, in legislative session at our State Capitol assembled, extend our congratulations to Charles Stewart Parnell upon his magnificent victory and complete vindication in the investigation of the charges preferred against him by The London Times, through a series of articles entitled "Parnellism and Crime."

A Bird of Passage.

LONDON, Feb. 27.—It is believed that Pigott posted his letter to Mr. Shannon at the railroad station in Paris and then proceeded for either Spain or Switzerland. It appears that Pigott obtained on Monday from Sotiely's book mart a check for £25 in payment for a number of rare books. Pigott had the check cashed at a bank at 4 o'clock that afternoon. The last time he was seen he was walking in Fleet street.

Out of Print.

LONDON, Feb. 27.—The Times has withdrawn its advertisement of "Parnellism and Crime," and "O'Donnell v. Walter." Applicants for the pamphlets are informed that they are out of print.

The German Missionaries Liberated.

ZANZIBAR, Feb. 27.—The German missionaries held captive by the Arabs were liberated to-day.

MILLERS AT THE CAPITAL

ANOTHER EFFORT TO HAVE THE FLOUR DUTIES INCREASED.

Little Prospect That the Advance Will be Made—The Export Duty on Sawlogs Likely to Stick.

OTTAWA, Feb. 27.—The lo lobbies of Parliament are beginning to fill up with railroad millers and grain men. A strong deputation of millers came down from Western Ontario to-day and were on the way. Among them are Charles Whittall, Paris; J. D. Sanny, London; Thomas T. Galt; M. McLaughlin, John Brown, W. M. Stark, Toronto; David Plewes, Brantford; Thos. Long, ex-M.L.A. The millers made another effort to-day to induce the Minister of Finance to give his consent to an increase in the flour duties from 50 cents to \$1 per barrel. Mr. Foster, it is understood, gave his interviewers little or no encouragement, and he pointed out, as Sir John Macdonald did the other evening, that any increase in the duty on flour would be vigorously opposed by members from Quebec and the Lower Provinces, who are the chief consumers of the imported article.

Prominent members of the deputation therefore have gone into the lobby and are calling to their aid members of both parties from the west to bring further pressure to bear on the Government. A petition is being circulated for signatures of members with a hope that this may induce the Government to increase these duties. The Premier and the Minister of Finance, however, have been most emphatic in their utterances to those deputations that they cannot see their way clear at present to recommend the increase asked. However, the lobby will be worked for a few days at least.

It is now asserted that the Government will not comply with the recent request of the lumber men to remove the export duty of \$3 per 1000 on sawlogs unless the American Government takes off its duty on lumber. There is going to be some lobbying on this point, too. Mr. Van Horne, Mr. Wainwright and ex-Judge Clark were fitting around the corridors to-day. There are several prominent railroad men here from Manitoba and the Northwest, too. They are attracted thither by several important railroad matters that are to come before the Railway Committee on Friday.

BOODLERS AND CROOKS.

Get Notice to Quit Canada—Adam Brown's Bill Side-Tracked.

OTTAWA, Feb. 27.—The House remained in session until 10:45 this evening discussing a variety of matters and advancing several of the bills now engaging its attention. The feature of the session was the introduction of Dr. Weldon's (Albert) bill to rid the Dominion of "boodlers" and crooks from other countries, and the side-tracking of Adam Brown's anti-cruelty to animals bill.

Dr. Weldon's bill, intended to do by statute what the Ashburton extradition treaty fails to accomplish, i.e., the handing over to foreign states on demand that class of gentlemen who, having proved themselves unfaithful stewards in their own country, may become residents in Canada. The citizens of Toronto and Montreal are well aware of the number of "boodlers" from the United States who have settled in their midst and cannot be extradited under the only treaty that this country now possesses—the Ashburton. The bill evidently presumes that all the "boodlers" who come to Canada are from the United States and Mexico, and it is specially designed to surrender men who are guilty of commercial crimes, such as embezzlement, breaches of confidence, defaulting cashiers, etc., on the demand of the authorities of the countries from whence they came, the State making such demand to bear all the expenses. Mr. Weldon contends that the Parliament of Canada has the power to make such surrenders under statute. The measure is a highly important one and was read a first time.

Mr. Brown's anti-cruelty to animals bill met with a peculiar fate. In committee of the whole Col. Tisdale, after a spirited discussion, moved that the committee rise, which was carried on the very narrow majority of 1-65 to 67. It passed its second reading on an equally close vote, 71 to 73, last week. Mr. Brown's next move will be to "recommit" the bill. This is a very unusual proceeding, but unless such a process is adopted the bill is killed as far as this session is concerned.

Mr. Cook's bill providing that railway companies provide suitable platforms at all stations at which trains stop and for the suppression of the baggage smasher was read a second time and sent to a select committee. It is believed that the special features of the bill will be killed, as the Minister of Justice explained that the general railway act covered the points and the measure would retard rather than accommodate the traveling public.

Mr. Ellis's bill providing for the taxation of Dominion civil servants for municipal purposes was declared by the Speaker to be out of order on the ground that it proposed to tax a class of people and therefore would have to be approached by resolution in committee of the whole and have the sanction of the Government.

Mr. Dickinson's bill respecting benevolent societies was read a first time. There are a number of prominent society men in town to help the bill through.

These private bills were read a third time and passed: Incorporating the Assiniboia, Edmonton and Unjaga Railway Company. Changing the name of the New Brunswick and Prince Edward Railway Company to the New Brunswick and Prince Edward Island Railway Company. Respecting the Niagara Grand Island Bridge Company. Incorporating the Red Deer Valley Railway and Coal Company.

A batch of other private bills were advanced a stage and sent to the committees.

OVERHAULED IN COMMITTEE.

The Bill to Incorporate the Assets and Debenture Co. of Canada.

OTTAWA, Feb. 27.—Mr. Edger's bill to incorporate the Assets and Debenture Company of Canada got a bad overhauling in the Committee on Banking and Commerce this morning, and it has gone to a select committee to be further overhauled. The gentlemen who are asking incorporation under the above name are all well known Transients of substance: John Hoskin, (G.C.), J. V. Langmuir, J. J. Foy, T. Sutherland, S. A. L. Wainwright, A. D. Lee, Robert Jeffrey. The stock of the company is put down at \$1,000,000, divided into 500 shares. Mr. Kirkpatrick and Mr. Cockburn led the attack on several clauses of the bill.

The first thing the committee did was to strike out the clauses providing that: "The first 20 shares, Nos. 1 to 20 inclusive, shall be founders' shares, and the subscribers thereof shall pay the nominal amount of such shares in full at the time of subscription." Mr. Edger wanted the select committee to whom the bill was referred to add to the purposes and powers of the company that they could "buy and sell stocks and shares." This was strongly objected to by Mr. Cockburn on the ground that this would have the effect of the company disintegrating into those fictitious animals of the stock exchanges—"Bulls" and