

EXCELLENT SOFT SOAP.—Take 16 quarts of lye of sufficient strength to float an egg; 8 lbs. of clean grease; 1 1/2 lbs. of rosin; put the whole into a five-pail kettle and boil it. At first it is apt to rise, in which case add a little strong lye, and so continue to do until the materials are incorporated. Then remove it from the fire and add, by degrees, weak lye, stirring it at every addition, till the kettle is full. By trying this method you will find you have an excellent soft soap. *Rural New Yorker.*

SNUFF.—It takes one year to convert tobacco into good snuff. The tobacco, after being "broken out" out of the huge hogsheads in which it is brought, is stemmed, broken by a machine into pieces about four inches in length, and is soaked for twenty-four hours in strong brine. It is then hoisted up to great bins in the upper part of the factory, and there is left to ferment and cure at least six months. Then it is dried in a steam heated room at a temperature of 240 degrees. For coarse Rappee the tobacco is not thoroughly dried. For Scotch and Irish Blackguard, it is made thoroughly dry, and for the latter it is also toasted or parched, on a wire net close in front of a wide grate of glowing coals, where the heat is so intense that the leaves must be constantly stirred to prevent their burning into flames. Grinding in cast-iron mills of peculiar construction follows, and the resultant powder, fine or coarse, is at length recognizable as snuff. In this condition it must lie in bins for months, then be packed into bladders or jars which are hermetically sealed and varnished, and in this form is again packed away to lie at least for six months before it is deemed perfect and fit to be put upon the market.

All these processes are open to public knowledge, but there is one which is a secret and is zealously kept as such. This is the manner in which snuff is perfumed. Attar of roses is known to be the material employed, but how it is applied is only known to the tobacco men.

The Colonial Farmer.

FREDERICTON, N. B., SEPTEMBER 18, 1876.

SPECIAL ANNOUNCEMENT.

As will appear by an announcement in another column the partnership which has hitherto existed between CHARLES S. LUGRIN and GEORGE K. LUGRIN as Printers and Publishers, under the name and style of LUGRIN & SON, was dissolved on the first inst. The publication of the FARMER will be continued by Mr. Geo. K. LUGRIN under the same name and style as heretofore. Mr. CHAS. S. LUGRIN will continue to have the editorial management of the paper. In consequence of this change all accounts are closed up to the first of September, and it is imperatively necessary that all amounts due the late firm, either for subscriptions or otherwise should be paid forthwith. The accounts of the late firm will be handed to their Attorney for collection on the first of October next. All who are in arrears will do well to pay up before that date and save any trouble and expense.

THE PACIFIC RAILWAY.

At a speech lately delivered at Watford, the Hon. Mr. Mackenzie thus defined the Railway policy of his Government:— "That bill contains our policy. It authorizes us to proceed by company, as to build the road by the direction of the Government. It gives us the most extensive powers that can be asked, subject to the one condition that every contract must be approved by the House of Commons—and every contract has been approved by the House of Commons, and there is no dissent entered upon the journals of any single one of these gentlemen who are using this talk now. What was our policy? What did we do in the matter? It is of great consequence to the rest of the Dominion to get into the

PRAIRIE COUNTRY, which I believe is in future to be filled with millions. It is of great importance to Ontario and to the whole Dominion, because of the extent of the population which can be pushed in there when we have a railway through our territory. We got the consent of Parliament to let certain sections. We built the road from Pembina to Winnipeg, a distance of about 65 miles, which is now all ready for the rail. We built that 65 miles at a cost of about \$3,000,000. We let the grading of 77 miles east of Red River at a cost of \$5,000,000 to \$6,000,000. We have 116 miles under contract from Fort William west. The rails are laid upon some ten or fifteen miles now, and will be laid upon 25 miles probably this fall, and that 116 miles will be completed at something less than \$12,000,000 a mile, including ballast and everything else but rails. If the road had been constructed where an exploratory survey was projected, from the Nipigon up the valley of Sturgeon River, which has a tortuous course, high banks, and as rocky as possibly could be, it would have taken at least \$60,000,000 a mile for the first 116 miles, which we can have completed for \$12,000,000 a mile on other routes. We want, if we can afford it, to build in the North-west Territories, but the construction of it is made subject in the Bill to the condition that it shall not increase the existing taxation on the people. The moment we had the survey completed to an extent to justify what we have done this year, we put an advertisement into the English and Canadian papers inviting intending contractors to visit the country, believing that on visiting the line where it is now located they would be able to give a more intelligent notion than by depending altogether on seeing the plans or the engineers. I do not know whether that will have this effect, but we do our duty in bringing it thus before the public. We intend this fall to have complete profiles

of the entire line lodged in the office at Ottawa, and the Government offices in London, England, which can be consulted by intending contractors whenever they please. We have a good many hundred miles already of the complete profile, which will show the extent of the work, and the manner in which the Government wish to have it constructed. Our Act provides that we shall pay \$10,000 and 20,000 acres of land per mile as the work progresses, and if tenders require more, they are to state the sum on which interest will be paid at the rate of four per cent. for 20 years. Through the prairie country we expect it will be built without any difficulty for less than the amount proposed. The surveys have shown that a great portion of the country is favorable for railway construction. We hope to get favorable offers covering a large portion of that territory. And, if a company offers to take the entire line, they take the portions which we have partially built, and the rails we have on hand, at the cost price, as part of the \$10,000 per mile the Act provides for. This was fully explained to Parliament last Session, and these gentlemen and their newspapers thoroughly understood it. I have never concealed the immense difficulty to any Government of having the extraordinary obligation in hand which we are expected to implement. We must proceed with it not merely with a view to

SATISFY BRITISH COLUMBIA, but also with the determination to have a due regard to the financial condition and strength of the country. I hope, however, the people on the other side will see that we have exerted ourselves to the very utmost to accomplish what we were engaged to do by the Canadian terms. If we can do any better, we will be very glad to do it, because it is in the interest of the whole Dominion to have railway communication with that western country as soon as possible, and to make the Pacific Ocean as familiar to our people as the Atlantic is now.

The Woodstock Bridge matter is to all appearances as far from solution as ever. There is little doubt that the Provincial Secretary, Mr. Gibson, last week that the expense of the repairs should be borne jointly by the Government and the Railway Company. The agreement contained other provisions, and we are informed was in effect as follows: The Company were to make all necessary repairs on the bridge and were to complete that structure to the satisfaction of the Government engineer; they were to form a connection between the Woodstock Branch of the N. B. Railway and the N. B. & Canada Railway by the 1st of August next, and complete their main line as far as Grand Falls in the fall of 1877. The Government on their part were to shackle the pier of the bridge with iron, where necessary, and pay half the expense of the repairs; were to hand over to the Company the grants of the lands which have been withheld, and to issue grants for other portions of the territory as soon as they were earned. On Monday last the Provincial Secretary accompanied by Mr. Perley, went to St. John to consult the Attorney General and his other colleagues. It is said that Mr. King took strong ground against the proposed arrangement and negotiations were consequently broken off. On Tuesday the Hon. Messrs. Fraser, Kelly, Stevenson and Perley, accompanied by Mr. Perley C. R., went up to inspect the bridge, probably as a preliminary step to asking for tenders for the repairs. Whether the Company are liable to refund to the Government the outlay which has become necessary, and can or will be compelled to do so are matters yet to be determined.

Considerable chagrin was felt by the Honorable gentleman who returned from St. John on Monday; and one of them, rumor has it, strongly denounced the one man rumor has it, who the advisers of the Lieutenant Governor are acting. There exists a serious misunderstanding between certain members of the Government; and no one need be surprised at resignations at any time, nor count very much upon there being no general election before the term of the present House is up. The only obstacle in the way of these things speedily happening is the doubt in which certain gentlemen stand between the dangers involved in such a step, and those which threaten a continuance of the present state of things. In the choice of evils it is difficult to say which is the least. Take the case of the Provincial Secretary. If it is true that he is chiefly responsible for the payment of the last \$10,000 to the Company, and that his course in that respect cannot be justified, he can scarcely remain in office with his present colleagues; while to resign for such a reason, while it might precipitate the defeat of the Government, would be to step into political oblivion. In any administration but Mr. King's so serious a mistake, if it was one, on the part of a head of a department, would not be tolerated by his colleagues; but the fear of disaster makes every foreboding to each other's faults. United they would stand a tremendous; divided they would tumble to pieces in a fortnight. As with Mr. Fraser so with the others. Eight out of the nine think they would do better if it were not for Mr. Stevenson and his immigration middle; the same proportion imagine the Government ship would be safe if Mr. Kelly and his Public Works jobs were thrown overboard; eight think that the province would have more confidence in them if they had not been a tyrant for a leader and if Carleton had not been bungled. Each of the members without office is regarded by every one but himself as a source of weakness. Such is the compound which controls our local affairs; a medley which keeps together solely because its constituent members are afraid to do anything else. The waters of popular discontent are rising around them and they hold tightly to each other as it is said drawing men instinctively will, though they know that neither can help the other. May their hands remain joined until the fulness of the flood tide comes.

DEATH OF A WELL KNOWN ENGINEER.—Mr. Robert Porter, an engineer well known in St. John, and who has served on board the "David Weston" for several years, died at his residence in Indian town yesterday. He had only been absent from work for a few days. His sudden death has cast a gloom over a large circle of friends, by whom he was much respected. He leaves a wife and two children. *Globe.*

The expedition led by Crook and Terry to punish Sitting Bull and his warriors have failed to find them anywhere, and the campaign is regarded as virtually over. The Nez Percés, a powerful tribe, now demand that two men who killed an Indian be surrendered to them, and threaten to burn all the settlements in the neighborhood if their demands are not complied with.

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Attention is called to the card of Mr. Jackson Adams, which appears in another column. Mr. Adams who has been in business in this city for a number of years, has won an enviable reputation for producing first-class work. We can guarantee perfect satisfaction to any one who may patronize him.

"WE GREET YOU LOYAL CITIZENS" is the name of a chorus composed expressly for an opening piece for the City Hall Concert. The names of the composer of the music and of the author of the words, are not disclosed. The song was printed at the office of Mr. Lawson, in this city, and is a most creditable piece of workmanship. We shall reserve our criticism of the music until we have heard it rendered by a full chorus.

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The West End Livery Stable, owned by Robertson & Co., was closed on Monday by an attachment issued under the Insolvent Act by Robert Colwell. Robertson left the City on the night of Saturday, the ninth instant, and has not yet returned. Messrs. Botsford & Lugin are the solicitors for Colwell.

A Dorchester Thiborne proved more successful than his illustrious prototype; and when he claimed the \$10,000 which his brother Jno. F. Sullivan left at his death he got it. So says the Post.

We extend a hearty welcome to our old friend the *Globe*. Mr. Pierce will find a fine field for useful journalism just now open in New Brunswick; and we wish him every success.

The Kingsdale Agricultural Society held their Fair on Wednesday, the 25th of October.

ATTEMPT AT SUICIDE.—A barber named Geo. Knox, who hails from St. John, opened a shop on Queen Street a short time ago. Business went very brisk but he conceived the idea of "getting on a spree," which he did to such perfection that on Sunday morning last he had reached a stage when life became a burden. He went over to St. Mary's at about half past ten in the morning on the Phoenix Square Ferry boat, and while returning, a half an hour later, when the boat was about half way over, deliberately took off his coat and vest and jumped overboard. The engineer, who fortunately observed the act, immediately stopped the engine, and Knox was fished out a wester yet we hope a wiser man. Had the engine not been stopped as it was the man would have been killed, as it passed directly under the wheel.

It is now asserted that the great fire at St. Hyacinthe was started by a salter who set fire to his premises either for the purpose of concealing some fraud or of defrauding an insurance company. The wind was high, the shingle roofs were like tinder; the supply of water was defective, and the old hand engine was unfit to cope with the fire which spread rapidly. When a Montreal steam engine arrived it checked the progress of the fire to one direction. In the other everything was burned down. The people of Montreal are absolutely ruined. Hundreds of families are absolutely ruined, having lost all they possessed in the world.

It is very gratifying to know that notwithstanding the difficulties which have arisen between the United States and the Indians below the 49th parallel, on our side of the line the relations between the Indians and the Government are highly satisfactory. The war which the United States is waging with the Sioux is not ended; although the campaign is closed for the year and so far the savages have been successful. The Centennial year closes with the military power of the United States defied by a resolute body of Indians; and the blood of Custer and his comrades unavenged.

THE CENTENNIAL EXHIBITION BUILDINGS had a narrow escape from being burnt on Saturday. In the neighborhood of the Buildings numerous framed structures have been erected during the year, which were occupied by Beer Saloons, shooting galleries, cheap lodging houses, &c. A fire broke out on Saturday afternoon in one of these buildings, and about three acres were burned over in a half an hour's time. Fears were entertained of the destruction of the Exhibition Buildings, but by the efforts of the Fire Department the fire was subdued.

C. O. E. TEMPERANCE SOCIETY PICNIC.—This flourishing Society will hold a grand picnic at Gagetown, on Wednesday next. Byron's Band has been engaged for the day. The attractions embrace boat races, archery, croquet, and the like.

Dinner and tea can be had on the Steamer. Every effort will be used to make this the most attractive picnic of the season. The boat leaves Phoenix Square Wharf at 8 o'clock sharp, calling at all the usual stopping places on the way down and up.

Don't strike the gentle reader that boat racing is becoming something of a bore? Four men win a race and four thousand take a half holiday for two or three days in succession to get a look at them, while "cannon roar their thunder." What the 42nd cousin of a man who was defeated says or thinks about a race is pardoned in the same column with a Prime Minister's Speech. It is almost time that newspapers learned that a little clique of sporting men do not constitute the public.

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The Post is not doing a credit business, judging from its items columns last week. Who steals our purse want get much; but he who filches from us a pet item or two, &c. &c.

Work on the Normal School is being pushed forward with great rapidity. Would not the erection of that building have afforded a capital opportunity for the introduction of earth sewage to public notice?

"SUGGLER" is not coming to St. John after all. It seems that Mr. Hamm received a telegram on Thursday to the effect that it would be impossible to bring him. So says the *Globe*.

If the clergymen of the different denominations will head us on each Saturday a minute of the announcements which they propose making in their respective Churches on the succeeding Sabbath, we will publish them.

We are informed that the New Brunswick Railway have raised their rates of stumpage to the following amounts:—On Spruce \$1.25 per M., on Pine, \$2.50 per M., on Spruce, \$1.00 per ton.

The King's Central Agricultural Society Fair and Exhibition will be held at Hampton on the 10th and 11th of October.

The Stanley Show and Fair will be held Wednesday the 11th of October, instead of the 18th as previously announced.

The Portland Mining Company have begun copper mining operations near Deschamps—Republican carried Maine by 15,000.

The Government have contracted for the repairs to the Woodstock Bridge for \$3000.

There will be a special train from Fredericton for the West on Monday morning at 9:30.

Alfred Haines, of St. Mary's, cut the heel cord of his right foot on Thursday last.

FOR THE CENTENNIAL.—John Richards, Esq., and Miss Richards left the City on Thursday for the Centennial. Sheriff Temple and the Misses Temple leave on Monday for the same destination. Also Dr. Brown, G. E. Fenely and family, J. L. Inches and wife, Dr. Ellis, wife and son, and N. A. Cliff. P. Thomson, Esq., turns his steps in the same direction after the performance of an interesting ceremony which is to take place in a few days.

BOOKS RECEIVED.

GABRIEL CONROY, by Fred Harte, Belford Bros., Toronto, H. A. Cropley, Fredericton. History of the Islands and Islets in the Bay of Fundy, Charlotte County, New Brunswick, by J. G. Loomer, published at the St. Croix Courier Office.

HARPER'S MAGAZINE FOR OCTOBER, 1876.

HARPER'S MAGAZINE for October is not only plentifully stored with light reading matter, but has also all those other characteristic attractions which have given it the foremost place in periodical literature. This Number contains the conclusion of GEORGE ELIOT'S "Daniel Deronda"—the greatest novel of the age. The Fourth Part of "A Woman-Hater" will awaken fresh curiosity as to the authorship of this remarkable story. Mrs. CHAIKIN'S "The Laurel Bush" and JULIAN HAWTHORNE'S "Garth" are continued. There are also three excellent short stories.

The illustrated papers in this Number cover a great variety of subjects. J. H. BAKER'S contribution is a pictorial and beautifully illustrated article on the mining region in Utah. A. H. GUERNSEY makes the thrilling story of Benjamin Robert Haydon's career, illustrated with some of that artist's characteristic sketches. MARTHA J. LEWIS gives a very complete and very interesting description of Newark, recounting also the history of its original settlement. Her paper is profusely illustrated. EMILY V. BATTY contributes a fascinating paper about old lace, beautifully illustrated, and full of the picturesque romance of her subject. LYMAN ANNOTT, in a very entertaining illustrated article, describes the peculiar domestic customs of the East. Mrs. MARY TRENT gives us another illustrated paper on the Carnivorous Plants of Florida; and JAMES PAIN contributes a gossiping article concerning the late Harriet Martineau, accompanied by her portrait.

The poetry of the Number is contributed by PAUL H. HAYNE, RACHEL POMEROY, HELEN S. CONANT, and LOUISA CHANDLER MORTON.

The Editor's "Easy Chair" contains a suggestive criticism of "Daniel Deronda," an analysis of the contents of Mr. Flint's celestial mail-bag; some new suggestions concerning Lullaby—also some about American imitations. The other Editorial departments are up to their usual standard.

It is no unusual thing for the feminine visitor at the Centennial to call an attendant mysteriously on one side and inquire in subdued accents for "Miss Ordway's nightdress." This far-famed garment, it has been stated in countless newspapers, was sold by the Egyptian department to Miss Ordway of Reading, who is about to become a bride. In accordance with the rules of the Exposition, it could not be removed from the building until November 1; and was therefore ticketed, "Purchased by Miss Ordway, of Reading," and left on view. The Centennial visitor who knows all this, and who has heard, moreover, fabulous stories about the thinness of the nightdress and its surpassing beauty, always hastens to the Egyptian department to see it. Need we say that it is too thin to be seen? It is not there; it never was there; it is a myth—the invention of a fertile but unvarnished newspaper correspondent.—*Chicago Tribune.*

A fearful story is reported from Lloyd's. Last January the Liverpool ship San Rafael, from Birkenhead to Valparaiso, with coals was totally destroyed by fire off Cape Horn. Eleven of the crew were picked up by a fort-night later, after suffering fearful privations, from two of the vessel's boats, and landed in Melbourne. The longboat, containing Capt. McAdams, his wife, the carpenter, four seamen, and three boys, which left the vessel along with the other boats, parted company, and it now appears that the persons above named all landed on New Year's Island, near Cape Horn, and as the island is barren and uninhabited, they have evidently starved slowly to death, as a vessel recently arrived at Stanley, Falkland Isles, reports having discovered the bodies of eight men and one woman on the island, and these are supposed to be the missing boat's crew of the San Rafael.

A locomotive driver is never proud of the wounds he received in the army, because an engineer always carries his scars behind.

MONDAY. Gladstone addressed an immense meeting on Saturday on Blackthorn, at which resolutions condemnatory of Turkish barbarities were adopted. Gladstone said that throughout his experience he had never witnessed a movement to compare with that which had arisen during the last two weeks through England concerning the atrocities. A mass meeting held at Dublin yesterday to protest against Bulgarian atrocities became a demonstration against English atrocities of 1780. One band carried an American flag.

Lord Derby to-day, in reply to an address said he considered that the Eastern question had become more complicated by reason of Bulgarian atrocities. Speaking for the Government, he said it would not entertain any proposition to reverse the policy pursued by England for the last sixty years.

There is little change in the Servian campaign. Tchernayeff's prospects are brighter than a week ago. The Turks evidently wish to pass Albnatz and take Belgrade by a flank movement, but that purpose has been checked by the advance of Heratavick, and it is clear that they will have to fight a decisive battle. There are no signs of abatement in the warlike spirit of Servia.

Tweed is confined on the island of Saint Simon, in Vigo Bay, and is strictly watched by the custom house guards. At the expiration of his quarantine he will be surrendered to the United States representatives.

The Herald's special confirms the arrest of Tweed in Spain, and says he will be surrendered by the Spanish authorities.

An eighty thousand dollar fire occurred on Saturday in Philadelphia in the immediate vicinity of the Exhibition buildings, causing great fear of their destruction.

It is said that preliminary steps are being taken for a new Extradition Treaty with England.

TUESDAY. At Doncaster to-day the races for the great Yorkshire handicap was won by Barregier, with Merry Duchess second, and Agletorpe third.

Official despatches announce severe fighting on Sunday and Monday between Delgrad and Alexanatz in consequence of the Turks attempting to throw a bridge across the Morava. They were unsuccessful. This movement indicates that the Turks despair of taking Alexanatz by a direct attack, and are seeking to get at the rear of its fortified lines. A reinforcement of twelve thousand men has joined Tchernayeff at Delgrad. Yesterday they gained the Turkish rear, where a combined attack was made on the Turks. Fighting ceased at nightfall without a decisive result, and was renewed to-day. No later advices have been received.

Nothing is known at Belgrade respecting peace negotiations. Popular feeling still favors the continuance of war in preference to accepting humiliating terms of peace.

WEDNESDAY. Merchants and business men in Cuba complain of the arbitrary and unjust system of taxation. The property of prominent English importers of dry goods has been sequestered for the non-payment of the enormous war tax.

Several Turkish leaders in the atrocities in Bulgaria have been arrested and taken to Constantinople for trial.

The Turkish Government has promised to distribute \$100,000 among Bulgarian sufferers. The Standard's despatch from Belgrade says the answer of Turkey concerning conditions of peace have been received, but is not yet officially communicated. Russia will not permit Servia to accept Turkey's terms.

The question now is, when will Russia throw off the mask and openly prosecute the war that she is actually waging, while pretending to be merely Servia's friend.

The St. Peter stakes, at Doncaster, were won by Petregh; Wild Tomcat second; Julius Cesar third. Kisber, the favorite at 2 to 1, was not placed.

A Servia bulletin announces fighting yesterday between Alexanatz and Delgrad on the left banks of the Morava, which terminated in favor of the Servians. No details have been received.

The reported arrest of Turkish officers implicated in the Bulgarian atrocities is confirmed.

The London Post, a supporter of the Government, says: "We feel confident that Lord Derby's and Mr. Elliot's earnest interposition have not been without effect in securing the punishment of the guilty and relief for the sufferers."

The Republicans of the Seventh Massachusetts District have nominated Gen. Butler for Congress.

Lucius Robinson has received the Democratic nomination for Governor of New York.

More massacres of Black Hill miners by Indians are reported.

THURSDAY. In the International Rifle contest at Creedmoor, yesterday, the Americans won the 300 yards match, Scotchman won the 900 yards match, and in the 1,600 yards there was a tie between the Scotch and Irish teams.

Official bulletins from Delgrade indicate less depression in the situation. There is great confidence there already, and reports are current of fresh disaster to the Servian army.

The Standard's special from Constantinople says the Sultan has not approved of the conditions of peace resolved upon by the Council of Ministers, and has ordered the Government to be further considered by the Porte's answer to the European Powers.

A report, apparently trustworthy, is current that the war between Egypt and Abyssinia will be renewed.

Spain is threatened with another insurrection.

SATURDAY. The Times says we are now passing through the time when momentous issues are hanging in the balance. In the middle of May the object of paramount importance was to prevent Servia and Montenegro from engaging in war. In the middle of September the danger to be averted is the appearance of Russia as a belligerent. Every lever of peace must struggle against it. If Russia enters the lists, our diplomacy will doubtless become more energetic, but nothing more. We are, however, dwelling on no unreal danger, when we declare the present moment with the issue, whether the war cease or assume a new and more tremendous character.

Rear-Admiral Sir F. McClintock, writing to the Pall Mall Gazette, points out some of the advantages which British cruises will have in time of war. It is no mere empty boast, he says, that the sun never sets upon our coaling stations. Where, on the other hand, is the hostile cruiser to obtain her supplies, for instance, on the "Indian seas"? This difficulty alone will prevent the seas from swarming as formerly with hostile cruisers.

CENTENNIAL HORSE DISPLAY.

(From the N. Y. Times.) PHILADELPHIA, Tuesday, Sept. 5, 1876. This was a rather important day at the live stock show, and as a result, the attendance was large. In the afternoon President Grant and wife drove in the enclosure, accompanied by Col. Sanford, President of the British Commission, and Hon. A. E. Brier.

The display of blooded animals was postponed until the coming of the President, while the thoroughbreds, Clydesdales, and draught horses had their inspection previously. Soon after their inspection previously. Soon after their inspection previously. Soon after their inspection previously.

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Several Turkish leaders in the atrocities in Bulgaria have been arrested and taken to Constantinople for trial.

The Turkish Government has promised to distribute \$100,000 among Bulgarian sufferers. The Standard's despatch from Belgrade says the answer of Turkey concerning conditions of peace have been received, but is not yet officially communicated. Russia will not permit Servia to accept Turkey's terms.

The question now is, when will Russia throw off the mask and openly prosecute the war that she is actually waging, while pretending to be merely Servia's friend.

The St. Peter stakes, at Doncaster, were won by Petregh; Wild Tomcat second; Julius Cesar third. Kisber, the favorite at 2 to 1, was not placed.

A Servia bulletin announces fighting yesterday between Alexanatz and Delgrad on the left banks of the Morava, which terminated in favor of the Servians. No details have been received.

The reported arrest of Turkish officers implicated in the Bulgarian atrocities is confirmed.

The London Post, a supporter of the Government, says: "We feel confident that Lord Derby's and Mr. Elliot's earnest interposition have not been without effect in securing the punishment of the guilty and relief for the sufferers."

The Republicans of the Seventh Massachusetts District have nominated Gen. Butler for Congress.

Lucius Robinson has received the Democratic nomination for Governor of New York.

More massacres of Black Hill miners by Indians are reported.

THURSDAY. In the International Rifle contest at Creedmoor, yesterday, the Americans won the 300 yards match, Scotchman won the 900 yards match, and in the 1,600 yards there was a tie between the Scotch and Irish teams.

Official bulletins from Delgrade indicate less depression in the situation. There is great confidence there already, and reports are current of fresh disaster to the Servian army.

The Standard's special from Constantinople says the Sultan has not approved of the conditions of peace resolved upon by the Council of Ministers, and has ordered the Government to be further considered by the Porte's answer to the European Powers.

A report, apparently trustworthy, is current that the war between Egypt and Abyssinia will be renewed.

Spain is threatened with another insurrection.

SATURDAY. The Times says we are now passing through the time when momentous issues are hanging in the balance. In the middle of May the object of paramount importance was to prevent Servia and Montenegro from engaging in war. In the middle of September the danger to be averted is the appearance of Russia as a belligerent. Every lever of peace must struggle against it. If Russia enters the lists, our diplomacy will doubtless become more energetic, but nothing more. We are, however, dwelling on no unreal danger, when we declare the present moment with the issue, whether the war cease or assume a new and more tremendous character.

STRANGE CASE OF HYDROPHOBIA.

The most remarkable story about hydrophobia yet reported comes from Connecticut. In 1860 Mr. Joseph Evans, of Guilford, a butcher, was making his