General Business.

ROYAL

BAKING POWDER

Absolutely Pure.

This powder never varies. A marvel of purity, strength and Wholesomeness. More economical than the ordinary kinds, and cannot be sold in competiton with the multitude of low test, short weigh alum or phosphate powders. *Sold only in cans.* ROYAL BAKING POWDER CO., 106 Wall St., N. Y.

LIME ARRIVED!

IN CASKS

—AND—

BARRELS

NAMELY, ONE CAR WOOD BURNT LIME.

GEORGE WATT.

hatham, April 6, '87

MEAT STALLS.

HOMAS BUCKLEY

begs to inform his friends and public generally that he intends to re-open his meat stall, in connection with his GROCERY, adjoining his own residence on ST. ANDREW'S STREET, opposite the Pulp Mill.

He will, as usual, run a waggon in Chatham and between Chatham and Nelson for the accommodation of customers; and thanking the public or past patronage hopes, by close attention to business, to merit a continuation of their favors.

Thomas Buckley.

MONEY SAVED!

You can save money by buying your Pork, Beef Flour, Molasses, Tea, Sugar, Tobacco, Rice, Barley, Dried Apples, Currants, Lard, Butter, Chees Hams, Bacon, etc.

—ALSO—

Ready Made Clothing, Overalls, Hats, Shirts Collars, Ties, Rubber Coats, Rubber Boots, under ware, Boots & Shoes in Men's, Women's Misses & Children's sizes.

—ALSO—

Dress Goods, Corsets, Hose, Frillings, Gloves Ladies' Collars, Ginghams & fancy small wares Crey Cottons, from 3½cts., White Cottons from 7 cts., and Fancy Prints, from 8cts., per yd at

F. W. Russell's

CHEAP CASH STORE, Black Brook

NOTICE OF ASSIGNMENT.

David J Buckley of Rogersville in the County of Northumberland, Trader, has assigned all his estate and effects to the undersigned, in trust, for the benefit of his creditors. All persons wishing to participate in the benefits thereof must execute the deed within three months from this date.

The deed lies at the office of Warren C. Winslow Barrister, Chatham, N. B., for inspection and execution.

Dated the 30th day of July, A. D. 1887

JAMES R. AYER.

THE STAR

SAFETY RAZOR.

PATENTED JUNE 1880.

MEDAL OF

SUPERORITY AWARDED

—BY—

AMERICAN INSTITUTE 1884.

—THE BEST—

RAZOR in USE

Sent by mail to any address n receipt of price, TWO DOLLARS AND FIFTY CENTS.

G. STOTHART.

Chatham NB

Northern & Western Ra'y.

SUMMER ARRANGEMENT.

In Effect July 11th 1887.

TRAINS RUN ON EASTERN STANDARD TIME.

A Passenger and Freight Train will leave Gibson every morning (Sunday excepted) for Chatham.

LEAVE GIBSON

6:45 a. m; Marysville, 7:10; Cross Creek 8:30 Bolestown, 9:45; Doaktown, 10:45; Blackville, 12; Chatham Junction, 1:20; arrive at Chatham 1:50

RETURNING, LEAVE CAATHAM

4:45, a. m; Chatham Junction, 5:20; Blackville, 6:15; Doaktown, 7:25; Bolestown, 8:15; Cross Creek, 9:25; Marysville, 10:50; arriving at Gibson at 11.

CONNECTION.—Close connection is made at Chatham Junction with I. C. R Accomodation Train going North. Connections also made with trains on the Intercolonial Railway to all points East and West, and at Chatham with Steamers for Newcastle, at Gibson with N. B. Railway for all Western Points and St. John, and Union Line of Steamers for St, John, and with Stage at Cross Creek for Stanley.

COAL!

TO ARRIVE,

and expected about the 12th AUGUST, per Schr "LEONORA," a Cargo of

Old Mines Sydney Coal.

—Also a Cargo of—

VICTORIA MINES Coal,

by the Schr. "J. B. SAINT."

This cargo will be sold from the Vessel at a small advance on Cost.

T. F. Gillespie.

8-11.

JUST ARRIVING.

125 barrels Patent Flour, Morning Star.
125 " " " Challenge.
75 " Superior Extra.
50 Oatmeal.
50 Quintals Codfish.
100 Half Chest Tea.
25 barrels sugar.
1000 lbs. Hams and Bacon.
29 barrels Pork.
10 " Choice Plate Beef.
20 dozen Brooms
20 " Buckets.
Earthenware in dinner and Tea sets, Crocks, Chamber Sets. &c.
1000 rolls Room Paper.

ROGER FLANAGAN.

Chatham, N. B.

Miramichi Advance,

CHATHAM, N. B. - - SEPTEMBER 8, 1887

The Manitoba Railway Question.

It is almost amazing to realise the lengths to which monopoly and political partizanship will go in bolstering up a pet cause, and one of the most pronounced illustrations of the fact is afforded in the Manitoba Railway question. Briefly stated, the Manitobans and other Western people claim that they have been obliged to pay such high freight rates over the Canada Pacific Railway that they have been encouraged to promote the construction of a line that will form a connection with the Grand Trunk system and afford them relief from the monopoly, bringing freight charges down to a reasonable basis. The Government of Manitoba, which, in almost everything else, has been in accord with that at Ottawa, is fighting strongly for the new railway, regardless of the Dominion Government's disallowance of Acts passed by it to further the undertaking and of threats and injunctions made by and in the interest of the Canada Pacific. It is a battle of monopoly on the one side, aided by the Dominion Government, against provincial and popular rights, on the other, backed by the people and local government. Finding that the Manitoba premier is determined to employ all the powers of his government in support of the railway extension so strenuously opposed, and that the company is thus encouraged to snap its fingers at the barriers placed in its way, the conservative press, outside of Manitoba, almost unanimously supports the pretensions of the Canada Pacific, and in doing so seek to fortify the position of the latter with most extraordinary arguments. One of these, at least, is intelligible, and if the Ottawa Government were in earnest when advancing it and content to defend itself upon that alone, people would give it some credit. It is that the Dominion, having spent millions of money in securing a national railway across the continent, all through Canadian territory, every effort should be made to retain the benefits of the traffic created thereby to Canada and its people. In order, however, that this argument should weigh against the promoters of the new road, those who employ it should be in a position to show that it squares with their own policy. Unfortunately for them, however, it is well known that they have invested millions of the money obtained through the government, in acquiring railways and railway connections in the United States, while they have never hesitated, when it was to their advantage, to divert traffic from Canadian ports to those of the United States.

The Canadian Pacific Company, therefore, practically say to the world, that while they shall be free to build, acquire and operate railways either in Canada or the United States, as it may suit their interests or convenience, no other Company shall have the same privilege, and the Dominion Government, in its attempt to force this doctrine upon the people interested and being obliged to offer some justification for its course, instructs its organs to impress upon the general public the false idea that it is but carrying out a contract stipulation. It is boldly asserted that in the agreement with the Pacific Railway Company there is a monopoly clause by which the Dominion Government is pledged not to allow—within a period of twenty years—any other Company to build railways within Manitoba or, in fact, any of the Western provinces, by which traffic may be diverted from the C. P. R. to the United States. If such a provision were really in the contract, no honorable man would advise that it be disregarded, and the Red River Valley Railway Company would, very properly, be obliged to suspend operations. In order to test the monopoly claims of the Company it is well to examine the contract. The monopoly clause therein reads as follows.—

"For twenty years no line of railway shall be authorized by the Dominion Parliament, or by any new Province, to be constructed south of the Canadian Pacific Railway from any point at or near that railway, except such as shall run south-west or to the westward of south-west, nor to within fifteen miles of the boundary between the United States and Canada."

The terms of the above are plain and unequivocal. The authorization prohibited is that of *the Dominion Parliament* or any *new province*. At the time the contract was made Manitoba was a duly constituted province, just the same as Nova Scotia or British Columbia were, and to make it plain that it was not intended that Manitoba should be prevented from authorising the construction of railways and be in the same position, in that respect, as other provinces, Sir John Macdonald, said in parliament:

"In order to give them a chance, we have provided that the Dominion Parliament—mind you, the Dominion Parliament; we cannot check any other parliament; we cannot check Ontario; WE CANNOT CHECK MANITOBA—shall for the first ten years after the construction of the road, give their own road into which they are putting so much money and so much land, a fair chance of existence."

And, in the same debate, Hon. Thos. White, now Minister of the Interior, referring to the monopoly clause said:—

"To what does that apply? *Simply to the territories over which the Dominion Parliament has control. There is nothing to prevent Manitoba now, if it thinks proper, granting a charter for a railway from Winnipeg to the boundary like.* At this very moment there is a company in course of organization to build a railway from Winnipeg to West Lynne, on the boundary. And after this agreement is ratified, this provision does not take away from Manitoba a single right which she possesses. In fact this Parliament could not take away those rights. It has the same rights as the other provinces for the incorporation of railway companies within the boundary of the Province itself, and there is nothing to prevent the Province of Manitoba from chartering a railway from Winnipeg to the boundary to connect with any southern railway."

In view of the above how can any honest man now claim that the Manitoba legislature is not at liberty to authorise the construction of a railway anywhere within the borders of that province? If Sir John A. Macdonald and Minister White now pretend that the monopoly clause was, from the first, intended to take from Manitoba the right to charter local railways for twenty years, is it not evident that they were guilty of the most palpable deception at the time they were securing the confirmation of the contract six years ago? In view of the contract, itself, and of the utterances of these gentlemen no respectable journal ought to aid in deceiving the public any longer in reference to the Canada Pacific's monopoly, which, clearly, applies only to the territories over which the Dominion Government has control in such matters, and any new province which may be erected before 1901.

The Blower of the Bend.

The Moncton *Times* of Monday last said:—

"The Spring Hill Mines alone at the present time produce more coal than all Nova Scotia's mines combined in 1867, the year of confederation. And yet there are some people who write and talk about the injury done the provinces by confederation."

Let's see——In 1867 the Spring Hill Mines were not being operated at all. A Mr. Hibbard, we believe, had discovered coal in that region and a certain Dr. Tupper had done a pretty smart thing in grabbing up from the public the territory where the coal seams were supposed to be. A few years later, the locality having been pretty thoroughly tested by the sinking of trial pits, the politicians who, with Dr. Tupper, had secured an interest in the land, organised the Spring Hill Mining Company, after which, the Intercolonial Railway being opened and a branch line built to the mines, active operations were begun and have since continued. The Spring Hill coal field is the most extensive and best in Nova Scotia, and the *Times* seems to wonder that it does a large business under Confederation, with all its natural advantages and a protective duty on its output. It takes very little to set the *Times* blowing.

Smoking Workmen.

According to the best evidence which the Montreal *Herald* has on the subject, the recent fire, by which its offices and property, valued at, perhaps, $150,000, were destroyed, was caused by careless workmen—plumbers who were repairing the water-conductors about the eaves of the building and who, while doing so, indulged in smoking. They had also fires to heat their soldering irons, although it is probable that burning tobacco from a pipe fell and blew into some crevice about the eaves, for the fire was first seen at the cornice outside.

A good many men who smoke will, unless watched and prevented by some penalty, indulge the habit in and about workshops, barns outbuildings, mills, etc., without a thought, or, perhaps, care concerning the danger to property involved. With a conceit, which is the result of ignorance, the smoker assumes that *he* is far too careful to let a spark drop from his pipe and he will assert that *he* never set a building on fire yet, etc., forgetting that no man can at all times keep a guard over himself and that smoking, by just as careful men as he, has often caused fires. There are times and places for smoking—that is if a man has allowed the habit to so master him that it is a necessity—and there are other times and places where smoking ought to be made a criminal offence. Men will not smoke in a powder-mill, because they know they might cause themselves to be blown to atoms, but they are not so careful in mills, factories and other building where the danger of communicating fire is great, and other people's property only at stake. Men caught smoking under such circumstances deserve instant discharge.

That Trespass on Miramichi Bar.

The *Sun* was in a state of great exaltation a few days ago when we published Capt. Quigley's statement that he had found the place where two American fishermen had taken about a hundred barrels each of mackerel on Miramichi Bar, was three and a half miles from the nearest shore; and it intimated that such being the case there had been no violation of the law, after all, and the cruisers were, therefore, shown to be doing their whole duty. In reply to this absurd view of the matter we stated last week that the position assumed by the Dominion cruisers and the *Sun* was opposed to the best interpretations of the headland question, and a virtual surrender of Canadian rights. To further prove the untenable character of the *Sun's* position it may not be amiss to direct attention to a portion of a memorandum transmitted by Lord Salisbury to the Governor-General of Canada on 24th March last embracing that statesman's observations on a proposal by United States Secretary Bayard for a settlement of the Fishery question by a mixed commission. Lord Salisbury says—

The most important departure in article 1, from the protocol of 1866, is the interpolation of the stipulation "that the bays and harbors from which American vessels are in future to be excluded, save for the purposes for which entrance into bays and harbors is permitted by said article, are hereby agreed to be taken to be such harbors as are 10 or less than 10 miles in width, and the distance of three marine miles from such bays and harbors shall be measured from a straight line drawn across the bay or harbor in the part nearest the entrance at the first point where the width does not exceed ten miles." This provision would involve a surrender of fishing rights, which have always been regarded as the exclusive property of Canada, and would make common fishing grounds of territorial waters which by the law of nations have been invariably regarded both in Great Britain and the United States as belonging to the adjacent country. In the case, for instance of the Baie des Chaleurs, a peculiarly well marked and almost land locked indentation of the Canadian coast, the ten mile line would be drawn from points in the heart of Canadian territory, and almost seventy miles distant from the natural entrance or mouth of the bay. This would be done in spite of the fact that both by imperial legislation and by judicial interpretation, this bay has been declared to form a part of the territory of Canada. (See Imperial Statute 14 and 15, Vic., cap. 63. and "Mowat v. McPhee," 5 Supreme Court of Canada reports, page 66).

The convention with France in 1839, and similiar conventions with other European powers, form no precedents for the adoption of a ten mile limit. These conventions were doubtless passed with a view to the geographical peculiarities of the coast to which they related.

They had for their object the definition of boundary lines which, owing to the configuration of the coast, perhaps could not be settled by reference to the law of nations, and involve other conditions which are inapplicable to the territorial waters of Canada. This is shown by the fact that in the French convention the whole of the oyster beds in Granville Bay, otherwise called the Bay of Cancale, the entrance of which exceeds ten miles in width, were regarded as French and the enjoyment of them is reserved to the local fishermen.

A reference to the action of the United States government and to the admission made by their statesmen in regard to bays on the American coasts strengthens this view; and the case of the English ship Grange shows the Government of the United States in 1793 claimed Delaware Bay as being within territorial waters.

We respectfully submit that the *Sun* ought, instead of defending the abandonment of our valuable fishery rights, use its influence more in the direction indicated by Lord Salisbury's memorandum and endeavor to spur the cruisers on to a more thorough protection of them.

Found at Last.

There has been no little speculation over the non-fulfilment of Sir John's promise that millions of foreign capital would flow into Canada immediately on the adoption of the National Policy. The old gentleman gave his personal assurance that the "spondulicks" were actually forthcoming and that he knew exactly where from. His friends believed him, for they could not think he would prevaricate, but circumstances have seemed against him until a few days ago, when a correspondent of the St. John *Globe* stated that a box of gold had been found by persons in that city. Of course the *Globe* would not say anything to help Sir John out, so it let its correspondent intimate that the money was part of the treasures of the late piratical Mr. Kidd. Who knows but it may turn out to be a mislaid instalment of the promised foreign capital that the N. P. was to bring us?

The Fisheries Question.

A good deal of space is occupied in the daily papers just now with despatches on the subject of the "Fisheries Commission," but there does not seem to have been, until recently, any very clear understanding of the authority under which it is proposed to call that body into existence, the scope of its enquiries or the limit of its powers. The London correspondent of the Toronto *Globe* says that the first steps towards arriving at an understanding resulting in the present arrangement were taken at the end of May or the beginning of June. The ground was then cleared, and communications passed during the next two months between Washington, London and Ottawa of a more satisfactory character than in the previous period. On the 4th August Sir James Fergusson announced in the British House of Commons that negotiations were in progress from which a satisfactory result was expected. A basis of agreement for the appointment of a Commission was at that time already virtually arranged. Since then the time has been occupied in bringing the matter to a final issue, but not till 26th ult. were all arrangements made. The Canadian Government is to have one representative on the Commission and it said that it has practically been decided that it will be Sir John who will act. The British representatives will be Mr. Chamberlain and Sir Lionel Sackville West. The scope of the Commission will be defined shortly. It is said that wide instructions will be given and the Commissioners will be authorised to settle in any way they think best the terms upon which both countries shall enjoy fishery rights. The Commission will begin sitting as soon as possible, probably in the latter part of October or the beginning of November at the latest. Mr. Chamberlain's acceptance of the office of principal Commissioner is much commented on in political circles. On the whole, it is thought a wise step in his interest, and will possibly facilitate his return to the Liberal party. He is well qualified in some respects for the duties. He has keen business judgment, power to grasp details and plenty of pluck, but though he has shown more interest than usual in Canadian affairs in the last nine months, he possesses no special knowledge of the subject and never displayed special sympathy with the Colonies. The press generally express satisfaction with the appointment. The Commission is a distinct step towards the final adjustment of the dispute. It is hoped, also, that the questions recently raised by the seizures in the North Pacific will be dealt with.

A Washington despatch of 31st says: The appointment by the British Government of a Fisheries Commission naturally induces the belief that the United States has agreed to the appointment of a similar commission. Such, however, is not the case, nor could a commission be appointed by the President without its being especially authorized by Congress. In the memorandum agreement signed by Secretary Bayard, representing the United States, and Minister West, on behalf of the English Government, extending the provisions of the Treaty of Washington relating to the fisheries for six months from the 1st of July, 1885, to Jan. 1, 1886, the Secretary agreed for the President that the subject should be laid before Congress at the next session, with the recommendation that a joint commission should be appointed by the two Governments to settle all existing differences upon the subject of the fisheries. That recommendation was made, but Congress declined to authorise the Commission. It has been England's desire from the first that a joint commission should be appointed and the State Department has coincided in that desire, and both Secretary Bayard and the President have urged the appointment of a commission upon Congress. The New England people, however, who are most interested in this Fisheries question, are bitterly opposed to any joint commission, and claim that if they are allowed ordinary commercial privileges, such as buying bait, ice and supplies, which, it is contended, belong to them under existing laws, they want no treaty whatever upon the subject of the fisheries. This view obtained in Congress, and the appointment of a commission, even though recommended by the President, has been refused.

"The assertion," said Assistant Secretary of State Porter to a press correspondent "that the State Department has agreed to appoint a commission to act in conjunction with that which, it appears, has been appointed by England, can only be made by one who is unfamiliar with the powers of the Executive department under the constitution. It is, of course, very desirable that the fishery difficulties between the two countries should be satisfactorily adjusted, and negotiations have been pending to that end for a long time. What those negotiations are it would be improper to disclose, but it may be said that no agreement has been reached. The idea that we could appoint a commission is absurd. We could recommend to Congress that one be appointed and that is all. We can negotiate a treaty but we cannot agree upon it. We can go no farther than a protocol. In the negotiations that we make the regular agents of the Department alone need be employed. If the Department, however, is extremely anxious to make a strong presentation of the Fisheries question to Congress from its own standpoint of the necessity of the appointment of a joint commission to adjust existing difficulties, and should deem that Minister Phelps needed any assistance in maintaining the interests of the United States, it could employ one or more persons, who would be paid out of its secret service fund. This, it is said, will be done, but these persons would have no authority whatever that would make binding upon this Government any plan of adjustment to which they might agree."

Maritime Bank Developments.

A LARGE SALE OF BONDS Was advertised to take place to-day, consisting chiefly of provincial and city securities, and amounting in all to about $45,000. Yesterday an injunction was served on the Bank of New Brunswick, which holds the bonds, to restrain it from selling. There are a good many rumors afloat, some of them rather startling. One was to the effect that at a previous sale a week ago, a gentleman interested in a local life insurance company bought in some bonds on the supposition that he was investing the company's funds, but that he found to his horror that he was buying in his company's bonds, which he supposed were in safe keeping in the vaults of the Maritime Bank. It is easy to see that this is at least "an exaggeration." But the sale was stopped to-day on the alleged ground that these bonds were originally deposited in the Maritime Bank for safety and were improperly used by that bank. They came into possession of the New Brunswick Bank in the course of ordinary transactions between the two institutions, and it is said that the restraint put upon their sale is merely to enable the parties who claim to own them to redeem them by paying off the amount for which they are held by the Bank of New Brunswick, and which is said to be less than their fair value. The whole affair produced quite a little sensation on 'change to-day, and there are many versions of the matter afloat. The above is probably correct, or nearly so.—*Globe* 3rd inst.

A CANADIAN IMPORTER writes to the London *Standard*, calling attention to the clever way in which articles manufactured of iron and steel are mixed up and made to masquerade as rough material of iron and steel in the Canadian Government memorandum in the Blue Book respecting the tariff just published. He says:—"One cannot but think that though the voice is the voice of Tupper, the hand is the hand of the Londonderry Iron and Steel Company. The latter is the real power behind the throne."

PERILS OF ESCAPE.—Dorchester, N. B., Sep. 2.—Two prisoners, named respectively Dixon and McQueen, attempted to escape from the penitentiary to-day. When on their way to work after dinner they seized two planks and by standing them against the fence made their escape over the wall. They had no sooner gained the outside of the wall than the two guards stationed in the watch towers opened fire upon them, wounding Dixon in three places, when McQueen, thinking discretion the better part of valor, stopped. In the absence of the penitentiary doctor, Dr. Church, who acts in his absence, was called upon to look after Dixon's wounds The doctor considers the wounds not fatal.

League Meeting.

Ten thousand persons assembled at Ennis last Sunday to attend a meeting of the Irish national league. The police, Saturday night, took possession of the hill of Ballycore, where it was intended to hold the meeting. At 2 o'clock the procession, including Messrs. Timothy Sullivan, Dillon, Cox, Sheehy, William O'Brien, and Philip Stanhope, all members of the House of Commons, and several priests, moved, accompanied by 12 bands, towards Ballycore hill, the approaches to which were guarded by soldiers and policemen. The procession finding their progress barred, halted in the field. Messrs. Sullivan, Stanhope, and O'Brien made speeches from their carriages. A troop of hussars, headed by Col. Turner, divisional magistrate, rode up to where the procession was halted. Col. Turner ordered the meeting to disperse within five minutes. Stanhope handed Turner a copy of the resolutions adopted by the meeting, claiming home rule, declaring adherence to Parnell, thanking the liberty party, pledging resistance to the proclamation of the league, and denouncing land grabbing. Stanhope declared the proceedings legal, and if a collision occurred between the people and the troops he would hold Turner responsible. Turner replied he was bound to execute his orders. After a parley the procession returned to Ennis. O'Brien addressed the crowd in O'Connell Square, but soldiers and police again appearing, the procession passed on to the hotel, which the leaders entered and the crowd dispersed quietly.

BOTTOM UP.—Capt. James Knox, of barque "St. Olaves," at Sydney from Limerick, in a letter states that he had a splendid run out to the Banks, which were reached in about nine days, then he encountered very boisterous weather, with high seas. In lat, 45.10, lon. 50.12, he passed a small vessel at anchor bottom up. Her bottom was painted green; close by he passed a few wrecked dories. Capt. Knox supposes the schooner capsized on the morning of the day he saw her, as there was a very high cross sea on. The date is not mentioned, but it was evidently the 16th or 17th of August.

The Maritime Bank.

This wretched affair came before the public in an unsavory way the present week, by the clearly evident effort of some of the stockholders to get out of their liability. There may be doubt—there may possibly be a reasonable doubt—whether the liquidators are legally appointed. But there was a disposition in quarters least expected to stretch technical points to their utmost, and one had only to look at the array of lawyers before the judge to see what was meant. No doubt the comparatively negative criticisms applied to the actual robbing of the bank—for that is the true term to be applied—has done harm. Influential persons in the city succeeded in creating a feeling of sympathy for the unhappy man whose inefficiency, misconduct and real lack of sterling principle brought the bank to its inglorious end, by which business was paralyzed and the depositors despoiled. Sympathy is not a thing to be ashamed of, but misplaced sympathy may do a great deal of mischief. The leniency exhibited in this case—a leniency in keeping with the past practices of our citizens—is working mischief. It is encouraging laxity, unfixedness of honest purpose, yes, even fraud. Had the community spoken out as strongly as the case demanded when the bank suspended, some, at least, of the men most conspicuous in their efforts this week to evade their liability would not have attempted it. A crisis has been reached in this sympathy matter with undeserving objects; all has been done that the people of St John can afford to do, and this community will find, as other communities have found, that it is a prime duty to punish dishonesty; that the man who assails the integrity of a bank or any other like institution, is to be treated as his conduct deserves. If business morality is to be observed there is no other course, painful as it may be, in particular cases. The boldness of the effort made to escape their liability by some of the stockholders was appalling. That they were in a very unpleasant position, some at least, through no personal act of their own, is true; but they had assumed a liability to the whole community from which the community is, in a large measure, concerned in seeing that they do not escape. The consequences would be not merely immediate: they would unfavorably affect the future; they would assail the business integrity of the community, and would justify every man of loose financial principle in regarding the public as prey, upon which he might with impunity fall. In the United States, the man who robs a bank—by no matter what artifice—the president, who permits it to be robbed—finds his way to the State prison. There is public opinion enough for that. So there will have to be in Canada. *Globe.*

GREETINGS FROM THE POPE.—Dublin, Sept. 2: The papal envoy, in reply to an address presented to him by the people of Tipperary, said: "The Pope loves Ireland, knows her sufferings, and feels the deepest sympathy with her people. He sent me to tell you of his love and sympathy, and moreover that he intends to do a great and real good for Ireland. When he raises his voice the potent of the earth will listen reverently, because his voice is never raised but in truth and justice. He will do all in his power for the future prosperity of Ireland."

The Scotch Yacht.

It will be a surprise if the Scotch yacht, *Thistle*, does not carry off the international honors this year. An exchange says:—

"The idea of building the *Thistle* originated at a meeting of some of the racing men of the Clyde Yacht Club last fall, shortly after the defeat of the *Galatea*. The race was talked over for some time and all were pretty well worked up over the defeat, when somebody jumped up and shouted, "We'll build a Scotch yacht that'll win that cup." The money was subscribed, the Bells of Glasgow putting down most of it, and Watson, the designer of *Vanduara, Saemnoeca, Madge, Majorie,* and *Clara*, was commanded "to build a cutter to win the cup." The order was given at an auspicious time, as the old yachting rules fining beam unmercifully were relaxed, and Watson had a fair chance to work out his boat unhampered by either lack of money or by racing rules. He designed a cutter that sent the Clyde men into ecstacies, and they at once set a firm of prominent shipbuilders to work converting these plans into the strongest steel boat ever put in the water, and sent Watson to New York to study out his sail plan in accordance with the environment of the water she will soon race in. The only ground that the Americans have for boasting that the *Thistle* has been "Americanized" is this visit of Watson's.

The *Thistle* was built and launched under somewhat peculiar circumstances. Every man who worked on her was sworn to secrecy; she was launched in canvas, and to this day the outside world has no idea of what her lines are. The only measurements that have been made public are those which are taken to enable her to be classed for racing. The comparative sizes of the *Thistle* and *Volunteer* are as follows:

	Thistle.	Volunteer.
Length load water line	85 ft.	83 ft.
Breadth	20 ft 3 in.	23 ft. 2 in.
Depth of hold	14 ft. 1 in.	10 ft.
Tonnage registered	100 tons.	

The great feature of the *Thistle* is her enormous sail power, but no figures as to the size of her spars have yet been given.

It is a very unusual thing for a new yacht to clear everything before her during her first season. This is exactly what the *Thistle* has done, however. She was sent south as soon as launched, and won thirteen firsts out of fifteen starts within a month. She did not win all these races, as the *Irex* managed to score once or twice on her time allowance. There can be no question that the *Thistle* is as much finer a boat than the usual type of diving bell cutter, as the *Volunteer* is when compared with the American skimming dish, and that is saying a good deal. One thing is certain, and that is that the race between the *Volunteer* and the *Thistle* will be the finest matched yacht race ever sailed."

POWER OF THE SEA.—Monday's St John *Globe* says:—The sea was unusually heavy around Cape Sable and vicinity on Friday last, says the *Advertiser*. When the diving crews went out on Monday to the wreck of the Sulina, they found things considerably mixed up. The effects of the sea had been wonderful. Steel ingots weighing two tons each had been pitched about in every direction. In one place a number of them had been heaped together till the top of the pile was out of water.'

Farm and Household.

HELLEBORE FOR ROSE SLUG.—A correspondent of The Country Gentleman says he finds nothing better than hellebore to destroy the rose slug. One dose makes the voracious green rascals tired of life instantly, and the funeral is so private that you can never find a mourner. In view of this perfect remedy, no person has any right to allow his rose leaves to become skeletonised—an eye sore in the garden and unproductive of flowers. If the powder is applied when in bud or flower, all danger can be averted by drenching the bushes with water on the next or second day, if no hard rain intevenes.

THE VALUE OF CREAM.—An eminent writer says that cream is an innocent, palatable, nutritious luxury for everybody at all times. As an antidote for a tendency to consumption it acts like a charm, and serves all the purposes intended to be served by cod-liver oil with much greater certainty and effect. Where sweet cream can be had cod-liver oil, is never needed. Cream is more valuable than butter, since it is equal to both butter and butter-milk, although the impression seems to prevail with most milk producers that the one great and only legitimate end of milk and its cream is to make butter, and a sense of waste and a misuse involuntarily arise whenever either is used for any other purpose; while, in fact, butter-making is the least useful purpose for which milk is employed.

FOWL WITH BROKEN LEG.—The leg of any small animal, broken on the lower part or where the bone is not covered with muscle, can be easily repaired in this manner:—Procure a number of strips an inch wide of cotton cloth, and sew them together by the ends and roll them into a ball. Wet them thoroughly; have some one hold the animal and the leg properly adjusted, and begin wrapping the bandage in a spiral manner the whole length. Then continue to wind the bandage, but sprinkle calcined plaster of Paris upon it to cover the cloth thinly, until sufficient is wound on to keep the broken bone firmly in its place. Then sew the end of the bandage and support the bone with three thin splints of wood bound with thread over the bandage until the plaster sets and dries. In a few days remove the wooden splints and leave the plaster bandage for a month or six weeks, when it may be removed. This plan has been used to repair fractures of legs of horses and cows with success.

A NEW INSECT POWDER.—T. Bennett, of Trenton, N. J., says a powder made of gas tar and lime, one part of the former to sixteen of the latter, proved an effective insecticide for the potato beetle on his farm. Two applications repelled them for the season. The same remedy is good to kill all descriptions of plant lice. The remedy is simple and cheap.

PARSNIPS.—Parsnips can be eaten the first season they are planted always, and also are good the next spring, when they have first come up, but after they have had their second growth the roots are very poisonous. This is probably because the plant has reverted in a measure to its wild state; at least it has secreted a substance which also belongs to the wild parsnip, which is deadly to human life.

A COLT WITH DEFORMED LIMB.—When a colt is born with a weak or distorted limb it should not be permitted to follow the mare about, but be kept in a box stall and treated carefully to repair the deformity by means of splints and bandages. The soft bones are easily shaped by means of constant pressure, increased gradually by stiffer bandages. If necessary the colt may be kept in slings except when loosened for sucking.

SOFT FEED FOR SWINE.—The pork from swine fed on skimmed milk and butter-milk, with grass, apples, etc., and finished off with corn a few weeks before slaughtering, is superior in flavor to that made from animals gorged on an exclusive diet of corn. It does not "waste in the pan" as does corn-fed pork.

RAW POTATOES FOR HOGS.—A hog will kill itself on an excessive diet of raw potatoes. The potato contains a large percentage of starch and must be cooked to insure perfect digestion.

MACHINE men are urged to be cautious about working with any animal oil or grease when the skin on the hands is abraded, cut, or there are any flesh wounds of any kind that will come in contact with the grease. Oftentimes these oils and greases are made from sick, dead by disease or decomposing carcasses and the danger of blood-poisoning is very great. If you are using such lubricants see that the hands are sound before filling the cups, or better, keep an old pair of leather gloves to handle the stuff with.

THERE is always a certain amount of obnoxious matter which finds its way into our wells. As the water is generally low about this season of the year, it will be an easy task pumping out and cleansing before the autumn rains fall and bring the water up to high-water mark.

A SHARP PLOW will run enough lighter to save many times the cost of sharpening in horse flesh, to say nothing of the better quality of work done and greater pleasure in doing it.

HOUSE PLANTS:—The idea that plants in a room are unwholesome, is perhaps giving way to broader knowledge, but we believe it is still entertained by some, who are thus led to deprive themselves of the presence of "things of beauty" on which the eye may rest with pleasure. Professor Goodale says:—

"Probably the total amount of carbonic acid gas given off by a room full of plants, under the conditions of cultivation in houses, is never enough to make the air unfit for respiration. It should be remembered, however, that a certain amount of carbonic acid is given off at times from the soil in which plants grow, but even this can be of no practical injury to health. That the emanations given off by a few sorts of plants, especially when in flower, may not be offensive or even injurious to invalids, is another question."

The P. E. I. Subway.

OTTAWA, Aug 29.—Mr. F G Jonah, C E, who has been engaged in surveying the Straits of Northumberland on behalf of the Dominion Government, has completed his labors. The object of the survey was to ascertain the practicability of the subway to connect Prince Edward Island with the mainland. The route surveyed this year is from Money Point, Cape Jourimain, on the New Brunswick side, to Carleton Point, Prince Edward Island, a distance of 6½ nautical or about 7½ statute miles, being rather more than a mile shorter than the line previously surveyed between Capes Tormentine and Traverse. Mr. Jonah states that there are no engineering difficulties in the way of the proposed subway. The bottom is devoid of sudden depressions, there are very few rocks, and the underlying clay is very firm. It is proposed to construct piers on each side of the strait, that on the New Brunswick side extending a mile and a quarter from the shore and that on the Island side a quarter of a mile; thus leaving to be covered by the subway only about five nautical or nearly six statute miles. The report of the survey has been sent here for the government's consideration.

Woman First.

It is not unworthy of notice that in this year of jubilee a lady holds the proud and unprecedented position of senior classic at Cambridge, and of being at the same time the only candidate worthy of a place in the first division of the first class. Miss A. F. Ramsay, the lady in question, is a student of Girton. In the mediæval and modern language Tripos, Miss R. W. Hervey, a Newnham student, won a like distinction, no male candidate taking higher than second class rank. Says the London *Times*:—

"Miss Hervey has distinguished herself by no ordinary success. Miss Ramsay has done what no senior classic before her has ever done. The great names of Kennedy, Lushington, Wordsworth, Maine, and, more recently, of Butler and Jebb, have come first in classical Tripos. Miss Ramsay alone has been placed in a division to which no one but herself has been found deserving of admittance."

It is also noteworthy that the victorious student only began the study of Greek in 1883—a fact which goes to prove that hitherto, in the education of boys, a good deal of time has been wasted. The remarkable success of these two ladies will strengthen the plea for the admission of women to Cambridge degrees, which is about to be presented to the senate. The question naturally occurs, whether the superiority of Miss Ramsay and Miss Hervey in classics and modern languages respectively may be made the basis for general conclusions or is altogether exceptional. In a half century more the question may be answered, but at present the data are insufficient. One thing may be accepted, however, as fairly certain—that the ladies who won such competitions are rarely and specially gifted, whether we compare them with their own or with the other sex.—*Montreal Gazette.*

The Prince as a Landlord.

Mrs. Cresswell, a late tenant on the Sandringham estate, has published a pamphlet giving an account of her experiences of the Prince of Wales' methods as a landlord, which, says London *Truth*, has been largely noticed by the provincial papers, but has been boycotted by the sycophantic press of London. The pamphlet is entitled Eighteen Years on the Sandringham Estate. Everything went right with Mrs Cresswell, it appears, during the time of the former owner, Spencer Cowper, but after the Prince of Wales bought the estate, battue-shooting on the largest scale commenced, and this brought many troubles. Strips were cut across the fields for game shelters without leave being asked, and the game was preserved to such an extent that the crops were eaten everywhere. On a shooting day the royal keepers practically took possession of the farm, and the sportsmen came like an invading army on an enemy's territory, and while they were engaged in slaughtering beasts and birds, all work on the farm had to be stopped. Mrs Cresswell held, under a special agreement with Mr. Cowper, that there should be no damage from game, and this was binding on his successor, so she sent in a bill for five hundred and seventy-five pounds, which was much less than the loss sustained. After a deal of huckstering negotiation, less than half the amount was paid to her bankers; but she would only give a receipt on account, and demanded the balance, which was promised her; but she asserts that the money has never yet been paid. Mrs Cresswell says that nothing could be more pleasant than the Prince's manner, so long as he had his own way in everything; but, after she had ventured to oppose him, he regarded her with the glance of Henry VIII. The fact is, however, that all royal personages would be despots if they could. You have only to "scratch," and you will find Frederick William, Louis XV and the Empress Catherine everywhere.

Promotion of Trade.

A company styled "The Saint John Forwarding and Trade-Promoting Company" has been provisionally formed in St. John. The object of the Company, as its name denotes, will be to develop the trade of St. John. To this end trade agencies will be established in the leading cities of the upper provinces and in Winnipeg, and in the chief trade centres of the West Indies and South America. It is proposed to establish a regular line of packets between Saint John and ports in the West Indies and South America, and action will be taken to promote trade with Europe. The chief office and place of business of the company will be in St. John. Its agents in the different trade centres will be reliable business men to whom consignments can be made by those having merchandise to send forward. The Company will also endeavor to promote the establishment of a dry dock and a grain elevator at St. John, and to secure better railway facilities at the wharves.

Arrangements have already been made for the first voyage of a pioneer vessel to the West Indies, which vessel will leave during the coming autumn, and will be followed by others at regular