

Cottolene A SHORTENING.

Down the street through the busy way A lady passed on marketing day. Who, pausing at a grocery store, Stopped quickly in at the open door. With bated breath and anxious mind She queried: "have you COTTOLENE?"

The grocer, leaving off his work, Interrogated every clerk; But none up to that time had seen An article called "COTTOLENE."

"What is it?" said he to the dame, "That answers to this curious name. What is it made of? What's its use? My ignorance you'll please excuse."

"You're not the merchant for my dime, I see you're quite behind the times. For COTTOLENE, I'd have you know, Is now the thing that's all the go.

A beautiful substitute for lard; Its composition pure and clean; For cooking give me COTTOLENE."

As from his store the lady fled, The grocer gently scratched his head— On his next order, first was seen, "One down case COTTOLENE."

Ask Your Grocer for It. Made only by N. K. FAIRBANK & CO., Wellington and Ann Streets, MONTREAL.

SHARP'S BALSAM OF HOREHOUND AND ANISEED.

FOR GROUP, WHOOPING COUGH, COUGHS AND COLDS. OVER 40 YEARS IN USE. 25 CENTS PER BOTTLE.

ARMSTRONG & CO., PROPRIETORS. ST. JOHN N. B.

HOUSE TO LET.

The house at present occupied by Mr. Wm. Troy. Apply to JAS. NICOL.

5,000 HIDES!

Five Thousand Hides Wanted. I will pay cash on delivery for all the hides I can procure; also, I will buy one thousand self skins either for cash or for exchange.

STORE TO RENT. The lower store in the Pierce block lately occupied by R. Murdoch. Immediate possession given. For further information apply to J. J. PIERCE.

F. O. PETERSON, Merchant Tailor.

Next door to the Store of J.E.B. Snowball, Esq. CHATHAM - N. B. All Kinds of Cloths, Suits or Single Garments, portion of which is respectfully invited.

SALT! SALT!

For Sale in Bags or bulk by GEO. BURCHILL & SONS, Nelson.

GEO. W. CUTLER, FIRE, LIFE AND ACCIDENT COMPANIES.

POTATOES.

100 barrels of potatoes for sale at J.B. Snowball - Price one dollar per barrel.

Notice to Debtors.

Notice to Debtors. I matter of the estate of John A. Balin, upper Pokenook County of Gloucester, in the County of Gloucester, in the Province of New Brunswick, is now being administered by the undersigned.

Miramichi Advance.

CHATHAM, N. B. JULY 12, 1894.

The Great Yachts.

The close contests that have taken place between the Prince of Wales' yacht, Britannia, and Mr. Gould's yacht, Vigilant demonstrate that there is but little difference between the two racers in point of speed, and that, taken in connection with the record of the Vigilant last year, indicates that the Britannia and Vigilant are probably the very best things in the yacht line that have yet been produced by the scientific designers and builders on both sides of the Atlantic.

It is gratifying to our national pride that the British boat has proved the better one in four hardy contested races and, particularly so, that the victor is owned by the Prince of Wales. But we are also glad that our cousins gave the winning yacht so hard a tussle, and that, outside of our blood relations, nationally speaking, none of the other maritime peoples have attained to sufficient excellence in this department of marine science to justify them in competing at all.

Chatham's Country Post Office. For a place of its population and business importance, Chatham has a post office service that is a shame to the Dominion authorities. Think of a town of about four thousand population, which is also the second seaport in the province of New Brunswick, and a mail-distributing centre for a score or two of other offices, having but one man to do all the work in its post office. People who call for their mail matter during two hours of the day—dinner and tea time—when the office used to be open for delivery, find the window closed. It is really worse in this respect, than the little country post offices, for the mail matter in the rural districts is kept in a cupboard or bureau or in the postmaster's hat, it is generally obtainable on call.

When the new Dominion building is finished and the post office is transferred from its present one-room quarters, it is to be hoped that arrangements will be made for the postmaster's family to reside on the premises, so that someone may be on hand to deliver the mail at meal hours. In country offices almost any belonging to the postmaster's household is utilised in this service, and as Chatham is apparently placed on a country post office basis, accommodation to the public equal at least to that in suburban localities will be expected—in fact, our representative at Ottawa will be expected to demand it. At present, there seems to be no way in which the restoration of our postal service to even its former condition can be effected.

The explanation of the difficulty officially given is that although the revenue and forwarding work of the office have both increased, the pay of the postmaster has been reduced to so low a figure that he has been obliged to dispense with the assistant that has, heretofore, been constantly employed. The department, therefore, in order to save two or three hundred dollars a year, has disrated Chatham and given it a service that makes our citizens ashamed of the administration at Ottawa, to whose candidate they gave a very handsome majority in the last election.

Worse Than War.

The condition of affairs over a large portion of the United States, arising out of an unsettled dispute between the Pullman Car Company and its five or six thousand employees, and which now involves hundreds of thousands of railway employees, many railway companies, and others, is very grave indeed. It arose from the fact that the Pullman Company declared a dividend of eight per cent. soon after it had made a reduction of its employees' wages on the ground that the business was not a paying one. It is alleged that the Company's employees are practically at its mercy, because it owns the houses in which they live and otherwise controls their surroundings, and that when a request was made for the restoration of wages to the former rate, it was bluntly refused, and, when attempts were made to have that and other matters of disagreement referred to arbitration, the Company's answer was that there was nothing to arbitrate upon.

The men went out on strike and the Company appeared to be very indifferent, knowing, no doubt, that most of them were dependent upon what they carried by their labor for their daily sustenance. Soon an appeal was made to the American Railway Union—a comparatively new organization composed of Railway conductors, switchmen, brakemen, and firemen—who decided not to work on any train in which Pullman cars were included. This was, doubtless, an unlooked-for move, but it inconvenienced the railway companies rather than the Pullmans, as the former had the Pullman cars on their lines and were bound by contract to run them, or pay heavy damages.

As was natural, non-union men were found to take the places of the union men who refused to move the trains, but the latter were interfered with by mobs in sympathy with the strikers. Thus, the matter became one in which the authorities were called upon to interfere. The greatest demonstrations against law and

order were at and near Chicago, where outrages that are simply appalling were committed, the police and other representatives of the law being comparatively powerless. Those controlling the State troops, also, appear to have been apathetic, until the fact that anarchy in its most destructive and inhuman form seemed to have broken into uncontrolled activity. In the record of only one day's doings by the lawless mobs we find the following:— An engineer on a Fort Wayne engine attached to a train entering Chicago was stoned to death.

The rioters overturned a milk train, detached the engine and took it half a mile down the track. They then opened the throttle and let it go full tilt back on the wrecked train, smashing engine and cars. Fifty empty freight cars were set on fire and burned on the Illinois Central tracks at Burnside.

To illustrate the tactics resorted to by the incendiaries to hamper the work of the Chicago fire department, empty cart-rigged were forced into the keyholes of the fire alarm boxes, firemen were knocked down with stones and bricks, and while working at fires the horses of the department were stolen.

At midnight last Thursday all cars in the stock yard at Chicago had been destroyed. The mob showed much method in its work and hundreds of cars were rifled and their contents carried away before the torch was applied. The loss in that one yard that night was estimated at \$1,200,000.

To add to the gravity of the situation, the strikers interfered with railroad and fire alarm telegraph systems and in one or two instances policemen who were using the police telephone calls were stoned.

The stoned mobs, worked up to the highest pitch of fury, are parading the scenes of the Commune, and on Thursday night it seemed as though nothing short of the miraculous could prevent an armed demonstration against them and the sacrifice of many lives.

Acts of the mobs, however, were not met with the passive resistance which characterized the course pursued up to Thursday. On two occasions, at least, their attacks were met with accurately aimed lead. During a riot in the forenoon over an incoming milk train at Kensington, near Chicago, a deputy United States marshal shot and killed two strikers, and during the afternoon the deputies guarding an incoming passenger train replied to the volley of shots and stones which the strikers showered upon them, by turning their revolvers loose, killing four of their assailants and wounding a number of others.

President Cleveland ordered Federal troops to Chicago, but Governor Altgeld of the State of Illinois made a formal protest, claiming that the State authorities are capable of putting down the rioters, and that the President's action is a violation of the constitutional sovereignty of the state, and an establishment of martial law in place of civil government. To this President Cleveland has replied, in effect, that they will put down the murderous mobs first and discuss the nice constitutional questions raised by the governor afterwards. The necessity for Federal troops seems to be demonstrated by the fact that the state troops can only within the State and that the mobs have on several occasions retreated across the State line, where they could continue in such organized form as they were able to effect, in sight of the state troops and police, ready to resume their murderous and incendiary work unless the soldiers and policemen remained actively on guard to prevent them.

Many of the great trunk lines have been obliged to suspend the running of trains altogether, and while the destruction of their property goes on the business of the country is seriously impeded and the regular supply of provisions in cities, east and west, largely cut off. The fact that the outbreak is treated as a civil war by the president of the United States, and that fifteen or twenty thousand troops are being massed in the centres where hostilities most require them, will, doubtless, bring the rebels into submission. No person who wishes to see respect for law and the rights of citizenship protected can sympathize with the anarchists who have brought disgrace upon the neighboring republic, nor does it seem that the Pullman Company deserve much good will from the public in their treatment of those dependent upon them, and of those supposed weakness they evidently sought to take advantage. But while we, in Canada, must deplore the events which are attracting the attention and sympathy of the civilized world to our neighbors, we may also be thankful that we live in a country that is free from such outrages and under a system of Government which renders them practically impossible. Those of our people who would have the world think that Canada is a poor country to live in—where the widespread misery and want that attended the late period of financial depression in the United States, and its present outbreak of anarchy, which has attained the dimensions of a civil war—that which ought to set them thinking and comparing their own with other countries. The result ought to be a feeling of thankfulness that they are Canadians and live in a sentiment of pride that they are citizens of such a country.

The Diocesan Synod.

We are obliged to hold until next week our report of the Diocesan Synod at Woodstock as well as some other matter.

THE SIX had a "blue Monday" appearance in its first issue of this week. It stated that its Charlotte County items were "provincial news from Chatham" and that its Kent County items were from Restigouche. These, with some other manifest blunders, indicate that the Sun was very badly "frattled" on Sunday night.

The Advance's Ottawa Letter.

Interest in the proceedings of Parliament last week was entirely dwarfed by that taken, first, in the Ontario local elections, and second in the meeting of the colonial conference which was opened in the senate chamber on Thursday 28th ult. by His Excellency the Governor-General. The opening ceremony was simple but impressive. The galleries of the Senate were reserved for ladies and were filled to their utmost capacity. On the floor of the chamber were assembled the majority of the members of the Commons and Senate and a large number of invited guests, including Lieutenant Governors of the provinces, Privy Counsellors not of the Cabinet, presidents of

the Boards of Trade and others. His Excellency occupied his usual seat on the dais and the delegates were seated on each side of a table extending down the centre of the chamber. The complete list of the delegates is as follows:— Imperial Government.—Earl of Jersey, New South Wales.—Hon. F. B. Satter, Cape of Good Hope.—Sir Charles Mills, K. C. M. G., Sir H. De Villiers, K. C. M. G., Hon. J. H. Hofmeyr, South Australia.—Hon. Thomas Playford.

Victoria.—Sir Henry J. Wrixon, K. C. M. G., Hon. Sam Fraser, Queensland.—Hon. H. J. Thynne, Hon. Wm. Forster, Tasmania.—Hon. Nicholas FitzGerald, New Zealand.—Mr. Alfred Lea-Smith, Canada.—Hon. Mackenzie Bowell, Sir A. P. Caron, K. C. M. G., Sanford Fleming, Esq., C. M. G.

ADDRESS TO HER MAJESTY.

His Excellency in opening the proceedings delivered an address of welcome to the delegates and was followed by Sir John Thompson in the same strain. The Earl of Jersey, Imperial delegate, and one representative of each of the colonies made short replies. The speeches throughout were brief and not very meaty. They were almost entirely confined to expressions of loyalty to the Crown and the desire for brotherhood and mutual good feeling amongst the colonies mingled with a good deal of talk for Canada which the visiting delegates skillfully stirred into their porridge.

Perhaps the most distinctive feature of the opening was the unanimous adoption of the loyal address to Her Majesty congratulating her on the 50th anniversary of her coronation and expressing the hope that the members of the conference would attend to the advantages of the Empire. In the evening a banquet was given at the Russell House at which some three hundred guests sat down. It was without doubt the best affair of the kind that has ever taken place in the Capital. The speeches were all fairly good, the theme of them all being the advantages to be derived by the colonies and the mother country by an enlargement of the trade relations between themselves. The tendency towards Imperial federation in the matter of trade was noticeable in almost every speech, and Mr. Laurier, leader of the opposition, somewhat astonished his friends by drawing a very poetic picture of a parliament of the Anglo Saxon race in the Dome of Saint Paul's.

THE WORK OF THE CONFERENCE.

The conference got down to business on Friday, Hon. MacKenzie Bowell being elected President, and Sir Adolphe Caron Vice-President. Meetings were held on Saturday and yesterday, and today (Tuesday) two are to be held. The meetings are private but at the close of each session an announcement is made to the press as to the subject matter of the day's discussion. Friday was devoted to the election of the officers named and to the opening address of the president in which he referred to the ends for which the conference was called. He spoke of the movement to Canada and his visit to Australia and of the favor with which the idea was received by the Imperial and Colonial Governments, he drew attention to the provision in the constitution of the Australia Colonies which prevents their trading with other colonies although they had power to discriminate in favor of or against each other. He pointed out that there is no such restriction in the Canadian constitution although Canada is bound by the favored nation clause of the German Zollverein. Canada had asked to be relieved from the operation of the favored nation clause. He touched on the Pacific cable question and expressed the hope that Australia and Canada would soon be connected by a cable entirely under British control.

MR. FOSTER'S APPEARANCE.

On Saturday Sir Adolphe Caron presided in the absence of Mr. Bowell who was obliged to go to Belleville to attend the funeral of his son-in-law. The Senate was occupied by a suggestion made by Sir Henry Rixton respecting extra colonial relations. The resolution has not been made public but it is believed to have followed the last suggestion made by Mr. Bowell in his opening remarks with regard to the forming of a trade union. The Hon. Mr. Foster made his first appearance at the conference. He is still very weak, but expects to attend the conference and on a day take his place in the House for the last two weeks. On Monday the subject under discussion was Pacific Cable, which was brought up by Hon. Mr. Sattton representative of New South Wales. Mr. Sanford Fleming read a paper on the subject and the discussion is being continued at today's meeting.

SOCIAL FEATURES OF THE CONFERENCE.

Social life at the capital is very gay on account of the meeting of the conference. Besides the dinner at the Russell House already mentioned the delegates have been entertained at dinner by His Excellency and a number of At Home and receptions have been given by the ladies of the Cabinet Ministers. Next Thursday evening the Dominion Government will give an open air At Home on Government Hill and which is expected to be something quite out of the general and to be a very distinctive feature in social proceedings. Next Monday there will be a ball in the Drill Hall at which the delegates will be present and a number of other entertainments are on the tapis. Not to be outdone in hospitality the visiting delegates are arranging for a dinner to the Canadian Government and delegates at the Russell House some day next week. Altogether Ottawa has been very bright and festive for the last week and promises to remain so for the rest of the conference which will probably be about ten days more.

OTTAWA, 9TH JULY.

The notes of preparation for long past have been sounding in the air all last week. The House sat until one and two o'clock almost every morning. Estimates and concurrences were rushed through and every indication was given of the approaching end of the session. Prorogation will, it is now believed, take place next Saturday, and unless something wholly unforeseen occurs there is nothing to prevent this.

TESTING THEIR STRENGTH.

There has been three divisions during the week and several short discussions on which the opposition did not feel it necessary to show their strength. The first division was on Tuesday, when Mr. Laurier moved an amendment to the motion of going into supply, condemning the Government for having built the Shiksha Island dam in the St. Lawrence. This was defeated by a vote of 47 for and 85 against. In the evening of the same day

Mr. Edgar brought up the amendment of which notice was given some time ago attacking Sir Adolphe Caron and Sir Hector Langevin for their alleged connection with the McGreevey scandal. The old story was thrashed out again of how money was subscribed for use in the election of 1887 and how the McGreevey paid some of it to Sir Hector and Sir Adolphe to be spent in Quebec constituencies. The resolution concluded as follows:—"That in the opinion of this House, the said Sir Hector Langevin and Sir Adolphe Caron are deserving of the severest censure for their connection with the said transaction, that it is a public scandal and an injury to the reputation of Canada that Sir Adolphe Caron should continue to hold the position of a Minister of the Crown." The House, however, did not think that it should express such opinion and negative his motion by a vote of 65 for to 102 against, a majority of 37 in a very full House for this stage of the session.

COLONIAL CONFERENCE.

Meetings of the Colonial Conference have been held in the office of the Minister of Trade and Commerce every day during the week and sometimes twice a day. The meetings have been private and no official statement has yet been made of what conclusions if any have been arrived at. Sir John Thompson said in the House on Friday that it was expected the Conference would conclude its labors this week. As a matter of fact it is understood that the last business meeting will be to-morrow (Tuesday) morning after which the delegates will visit Toronto, Montreal, Quebec and other cities. It is believed, but not known positively, that the Conference will re-assemble in Ottawa before the delegates leave for their respective homes, when the protocols of the Conference will be signed. It is generally understood that the questions discussed have been the best means of enlarging trade within the Empire, subsidizing of a Pacific cable, and the improvements of the Atlantic and Pacific steamship service. The trade question has been the main one in discussion and it is believed that some definite proposal on the lines of trade between the United Kingdom and the Colonies and amongst the Colonies themselves have been agreed to. It is not very probable that the results of the Conference will be made known until they have been submitted to the Imperial Government and the governments of the different colonies represented; but it is possible some broad and general outline of what has been done may be made public after the Conference adjourns to-morrow.

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Happily this was not the case as Lord Dufferin and Watson and the officers and crew of the Valkyrie were picked up by boats which put from the shore and the many sailing yachts and the steam yachts in the vicinity of the scene of the accident. The captain of the Santania says that he did not have room to turn, owing to the large number of steamers and other yachts which gathered about the starting line. When the Valkyrie began to fill, some of her crew jumped overboard; a few succeeded in scrambling on board the Santania; others were taken off by steam yachts, and some were picked up holding on to floating objects. One of the Valkyrie's seaman, Wm. Brown, was caught between the Valkyrie and a steam yacht and had his leg badly crushed.

FINISHING UP WORK.

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The sensation of the week has been the suspension by Major General Herbert of Adj. Gen. Powell, and the reinstatement of the latter by order of the Hon. J. C. Patterson Minister of Militia and Defence. There has not been a very good feeling between the civil and the military branches of the Militia Department for a long time, and the trouble culminated a week ago Saturday in the publication in the Canada Gazette of an order dispensing with the drill of rural battalions this year, which Gen. Herbert instructed the Adjutant General to insert but which now appears had not had all the necessary departmental red tape attached to it, before its publication. The matter has caused a great deal of feeling, and it is generally believed will lead to the resignation of Major General Herbert, an act which would probably meet with more approval from the Militia force of the country than anything Gen. Herbert has done since his arrival in Canada.

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Mr. McCarthy has given notice on the third reading of Hon. Mr. Daly's bill amending the North West Territories Act, which will move an amendment, which will have the effect of abolishing the official use of the French language in the North West, and of giving absolute control in educational matters to the North West Assembly. It will not pass.

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The Lobster Tax.

The House of Commons has passed the bill introduced by the Minister of Marine and Fisheries placing a tax of \$10 upon each establishment, engaged in the canning preserving and curing of lobsters. How the Government can reconcile this policy as one consistent with that which provides a bounty to vessels engaged in the cod-fishing, is something that the ordinary mind fails to understand. It is simply an unnecessary, unfair and retrogressive tax.

PRINCE OF WALES' YACHT, BRITANNIA WINS, DEFEATING THE VALKYRIE.

HUNTER'S GAY, FIFTH OF CLYDE, SCOTLAND, and the other yachts, were in the water, when the regatta of the Mudhook Yacht Club to-day opened amid a scene of excitement which was soon after increased by a collision between the Valkyrie and the Santania, which resulted in the sinking of the former yacht, and the serious disabling of the latter. Then, to still further excite the masses ashore and the people afloat, the Britannia, which had the best of the start, was overhauled and passed by the Valkyrie. A few boats of excellent crews have been previous to the start for the Meir Memorial Cup race. No such interest has ever before been shown here in any such contest, for the American flyer, Vigilant, was to meet, for the first time, the Prince of Wales' yacht, Britannia admitted to be the fastest yacht in Europe.

The Royal Clyde Yacht Club course.

Mudhook regatta, is 50 miles long, and in shape is similar to two triangles with their points meeting. The yachts started from Holy Loch. The Britannia was to sail by half a minute. On the other hand, the Britannia was able to luff on the line for a capital start. The Vigilant turned it short-ly, and was on the mark-boat handily after the gun fire. But the Britannia was quicker, and got off three lengths ahead. Then came the accident of the day, which threw out of the race, and out of racing for some time to come, the Valkyrie and Santania. The Valkyrie and Santania while preparing for the start, became locked together, and the latter sank, while the Santania was badly damaged, that she was obliged to retire. Some time passed before the people ashore fully realized what had happened. The Santania it appears, was luffing for the start, and was unable to get out of the Valkyrie's way, as the latter was coming up on the starboard tack. The Valkyrie's bowsprit ran across the Santania's foresail, and the collision which immediately followed, carried away the Santania's bowsprit and the topmast, leaving her a wreck covered with tangled rigging and collapsed sails.

off Kilegrang, and from there to the starting point; twice around. The start was fixed for 10.30 a. m. and just previous to that hour, clouds which had been gathering with the wind, grew blacker, and then became showery. All the yachts set their mizzen and small topsails, the prospects of the race at about 10 a. m., were as follows:— The first distance would be a beat to windward, 10 miles, to Skelmorlie; following that a reach across to Ascog; then a run back, 10 miles, to Kilegrang and a free reach to the stake-boat off Hunter's Quay, twice around, the whole distance being about 50 miles. Lord Dufferin, with Gen. L. Watson, the designer, was steering the Valkyrie; Mr. A. D. Clarke, owner of the Santania was at her helm; Nat. Herreshoff was at the wheel of the Vigilant, and W. Jameson was steersman for the Britannia. The start was made in a blinding mist; the wind, however, still holding good.

The Vigilant, Britannia and Santania came in line on the port tack, to turn the point, but the Valkyrie rushed down from Holy Loch. The Santania was to soon by half a minute. On the other hand, the Britannia was able to luff on the line for a capital start. The Vigilant turned it short-ly, and was on the mark-boat handily after the gun fire. But the Britannia was quicker, and got off three lengths ahead. Then came the accident of the day, which threw out of the race, and out of racing for some time to come, the Valkyrie and Santania. The Valkyrie and Santania while preparing for the start, became locked together, and the latter sank, while the Santania was badly damaged, that she was obliged to retire. Some time passed before the people ashore fully realized what had happened. The Santania it appears, was luffing for the start, and was unable to get out of the Valkyrie's way, as the latter was coming up on the starboard tack. The Valkyrie's bowsprit ran across the Santania's foresail, and the collision which immediately followed, carried away the Santania's bowsprit and the topmast, leaving her a wreck covered with tangled rigging and collapsed sails.

The force of the collision cut the Valkyrie down to the water's edge and she slowly settled and sank in three minutes. Owing to the mist it was difficult to immediately determine upon what had happened, except that there had been a collision and that the Valkyrie had gone down. Loud cries were heard from the crews of the two yachts, and for a time, it was believed that a number of the crew were missing.

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HUNTER'S GAY, FIFTH OF CLYDE, SCOTLAND, and the other yachts, were in the water, when the regatta of the Mudhook Yacht Club to-day opened amid a scene of excitement which was soon after increased by a collision between the Valkyrie and the Santania, which resulted in the sinking of the former yacht, and the serious disabling of the latter. Then, to still further excite the masses ashore and the people afloat, the Britannia, which had the best of the start, was overhauled and passed by the Valkyrie. A few boats of excellent crews have been previous to the start for the Meir Memorial Cup race. No such interest has ever before been shown here in any such contest, for the American flyer, Vigilant, was to meet, for the first time, the Prince of Wales' yacht, Britannia admitted to be the fastest yacht in Europe.

The Royal Clyde Yacht Club course.

Mudhook regatta, is 50 miles long, and in shape is similar to two triangles with their points meeting. The yachts started from Holy Loch. The Britannia was to sail by half a minute. On the other hand, the Britannia was able to luff on the line for a capital start. The Vigilant turned it short-ly, and was on the mark-boat handily after the gun fire. But the Britannia was quicker, and got off three lengths ahead. Then came the accident of the day, which threw out of the race, and out of racing for some time to come, the Valkyrie and Santania. The Valkyrie and Santania while preparing for the start, became locked together, and the latter sank, while the Santania was badly damaged, that she was obliged to retire. Some time passed before the people ashore fully realized what had happened. The Santania it appears, was luffing for the start, and was unable to get out of the Valkyrie's way, as the latter was coming up on the starboard tack. The Valkyrie's bowsprit ran across the Santania's foresail, and the collision which immediately followed, carried away the Santania's bowsprit and the topmast, leaving her a wreck covered with tangled rigging and collapsed sails.

satisfaction, and her triumph will be popular throughout the empire. The Vigilant will find the Britannia a very formidable antagonist. The Vigilant's strong point is unquestionably sailing to windward in long races, when the wind is from the east or east-south-east. She is slow in stays and does not start off fast, but when warm she foreaches very fast and goes where her head points. She did nothing with the Britannia going full and by, while the latter ran the faster except when the Vigilant could get two spinners to fill, which was done in a really wonderful way." GLASGOW, July 6.

The Vigilant will race to-morrow for the Queen's cup in the contest of the Clyde regatta. Captain Haff will steer the Vigilant and Carter the Britannia. Experts say it would be worth while to raise the Valkyrie for the lead that is in her keel, but the depth of water in which she lies offers too great an impediment to the work.

The Vigilant will sail in the race to be contested on the Clyde July 10, 10 and 11. Owing to the fact that no steamers were allowed to follow the racers yesterday, newspaper representatives were obliged to describe the movements of the yachts from the shore. The time of affairs made the timing of the boats from point to point extremely difficult owing to the thick mist which hung over the course all day and sometimes a matter of mere conjecture.

Vigilant Again Beaten.

George J. Gould was seen on board the Vigilant at Gourock this morning by a reporter: He said he was greatly pleased at the performance of the Vigilant yesterday. She showed plainly she was faster in short races than the Britannia, but in reaching being the latter's best point, and also that with equal chances the Vigilant could beat the Britannia. The result of yesterday's race, he believed, was brought about by lack. The Britannia, which had closely followed the Vigilant in the first round, kept further out from land in running home on the final round, thereby keeping the wind.

All hands on both yachts are busy to-day making preparations for to-morrow's race.

Vigilant Again Beaten.

GLASGOW, July 7.—The Vigilant and Britannia started this morning in the race of the Clyde regatta for the Queen's cup. Weather superb; wind southerly and somewhat after than Thursday. There was mild sea and slight swell. The Britannia's total company was 46 men. The Vigilant carried 40. The Vigilant's waterline was shade lower than on Thursday owing to the two tons of extra lead she shipped yesterday. Her rating has been fixed at 175 and she conceded 3 minutes to the Britannia. It was also noticed that her head sails were better set to day than on Thursday, owing to their having been thoroughly stretched in the last race. Various alterations made in the Vigilant have made her stiffer in the wind than she was in the previous race.