

Bridgewater. We have no interest in taking the road any farther than here; we want the railway here to save expense of hauling and travel from here to Florenceville.

Mr. Baird said he would like to set Mr. Irvine right. Our interest in extending the road to Bridgewater was to cut off the trade that would not reach it if terminated here.

Mr. Ketchum said the east side already had a railway extending the length of the county and a road from Centreville to Florenceville would not help to develop the forests of the east. The proposed road was needed for the facility of the farmers of this county. Although the country was settled the settlers needed greater facilities for marketing their produce, and their farms could be greatly increased in productiveness. He would compare the country along the east side of the river now with what it was twenty years ago, and noting the prosperity now visible we must give credit to the railway for aiding the country through which it passed. We want the road south to benefit the farmers, and by continuing it to Bridgewater we would get a trade that could not be otherwise secured. He believed that if the route he proposed had been built five years ago the machine shops that are now at McAdam would have been located at the Iron Works near Upper Woodstock. We want manufactures and anything that will make a market.

Mr. Scholy said he believed that so fertile and prosperous was the country through which the southern route would pass that if the road went that way we would in five years need a double track. He suggested that subscription list be opened.

Mr. Collins wished it understood that he was not opposed to this road whichever way it went. It would be of great benefit to Centreville and up the stream wherever there was water power to manufacture lumber and feed the road; but it was no benefit to farmers, and would depreciate the value of their farms. They could haul their produce to stations already existing more conveniently and cheaply than they could freight it by rail. The only benefit of railways was to open up a country.

Mr. Drysdale thought the remarks of the last speaker should not go unchallenged. The only wild land country to be opened up was on the east side of the river, and this road could not touch that distant tract whatever way it went. There was water power on streams to the south that would be utilized and developed as well as here. The country through Jacksonstown and Williamstown were exceedingly productive, and there was no section through which the road could pass that would contribute more to its tariff. Although large lumber had been cut away, there was large quantities of cedar along the proposed line which when manufactured would also materially add to the traffic on the road.

Geo. L. Holyoke was surprised to hear Mr. Collins say that a railway was an injury rather than a benefit to the farming country through which it passed. Such had not been the history of any road yet constructed in the Province. The N. B. Railway passing along the east bank of the river had greatly enhanced the value of land there, and also made the localities more desirable for settlement. Nor would our farmers justify Mr. Collins' conclusions that it was cheaper for them to haul grain to stations now existing. If such an opinion is true, why did Mr. Collins want a railway to Bridgewater at all. Why not continue hauling his freight as now? He saw farmers here present who had hauled thousands of bushels of grain to Fredericton before they had railway facilities, and one he believed who had even hauled further than that; but this was now a matter of the past. Farmers at Hartland and below there did not now haul their produce to Woodstock as they did before they had the convenience of a railway, neither would the farmers of Jacksonstown and Williamstown continue to do so when a road had been built near them. In a few weeks operations would commence on the road from Fredericton to Gardiner's Creek. Before long that route would be continued to Woodstock, and with this road on the south, and continued northwards, there would be three complete lines through the length of the Province.

Mr. Baird said the last speaker had good ideas, but they were not half an inch long. Would any gentleman pretend to say that where a railway built up trade it would not develop a country. The line to Florenceville would open up a trade in bark to supply the tannery near the line. Gentlemen might set down on this little project but the construction must be made here.

Mr. Ketchum said he did not wish to express the wants of one locality, but as a representative of the County he expected to vote next winter in the House on questions arising from this discussion. He would use his influence to get the road whichever way it went, but he believed it would do better service to the County if it went to Woodstock than if it only went to Florenceville.

C. A. West was glad to hear so many ideas expressed, and all done so pleasantly too. When he first commenced to read correspondence on the matter he thought the road should go to Florenceville or not at all; but mature consideration had changed his opinion in this respect, and when we considered the parishes to the south, the finest section of country that could be found anywhere, he thought that the better route, as the road should go where it would serve the greatest number and get the most support. He believed the expression of opinion here this afternoon would do good.

H. T. London, as seconder of the resolution, said he did not wish to give a silent vote. Too much time had been taken up in discussing the route. He was anxious to see the road built, as he believed it would be of great benefit to this part of the County.

The motion was carried with only one dissenting voice.

A subscription list was opened to raise money to make a preliminary survey of the route.

H. T. Scholy was elected Treasurer, and H. T. Scholy, H. B. White, R. W. Balloch, W. T. Drysdale, G. R. Ketchum, Dr. McCrea and James A. Barter were appointed a committee to attend to necessary preliminaries to securing a charter.

A vote of thanks was moved to H. B. White for the use of the hall, to the chairman and to the representative of the Press.

Wide-spread Destruction.

ATHENS, Aug. 23. - Greece has again been visited by a most disastrous earthquake, the loss of life, according to best information, reaching 300. The village of Pyrgo and town of Philatra, both situated in the western coast of Morea, were the chief sufferers, and these furnish, it is believed, all that have perished.

In Pyrgo not a house is left standing, while Philatra is almost swept from the face of the globe, swallowed up in convulsions of the earth.

Shocks were experienced throughout Greece in a greater or less degree. In the town of Zante, every house was damaged, and the inhabitants fled in terror to the open country.

Several towns in Italy were also visited by earthquake, but not to any serious extent, Naples, Brindis, Foggia, and Taranto, being of the number.

ALEXANDRIA, Aug. 28. - Violent shocks of earthquake have been experienced here and in other parts of Egypt, causing terror among the natives, but so far as known doing no serious damage.

ATHENS, Aug. 29. - The area of the earth disturbance in Greece yesterday was phenomenally wide. At least six towns were entirely and a score of others partially destroyed. On the mainland much damage was done but there was little loss of life on the islands. It is estimated that 600 persons were killed and 100 seriously injured. People everywhere are camping out in the fields. The breaking of telegraph lines delayed the reception of details.

The Greek cabinet is sitting at Athens almost continuously considering relief measures. A transport with tents, food, doctors and medicines started for the stricken districts Saturday evening.

ATHENS, Aug. 30. - Latest returns show 160 persons killed at Filistia and 20 at Gagalario. Both towns are in ruins.

U. S. Drink and Smoke.

The following figures show something of the cost to the people of the United States for liquor and tobacco:—It appears that 842,000,000 gallons of beer were consumed last year, being 1,524,980 barrels more than in any previous year. The consumption of beer was over 10 gallons per head of the total population. This is equivalent to about a pint a day for half the adult population.

The consumption of whiskey, 70,763,010 gallons, was 1,606,108 gallons in excess of the previous year. But this is below the consumption of 1883 and 1884, when, however, times were much better. The rate per capita last year was 119 gallons. Fifteen years ago, before beer had attained such general consumption, and when whiskey was cheaper, the consumption was from 1½ to 2 gallons per head.

A noteworthy feature of the returns is the rapid increase in the consumption of tobacco and cigars. The year shows an increase on the previous year of 151,925,885 cigars, and 252,212,112 cigarettes, the total consumption being 3,510,372,539 cigars, or over 59 per head; and 1,310,556,512 cigarettes, or 22 per head of the total population.

The aggregate cost of these drinking and smoking luxuries for the year is estimated at \$1,189,000,000 or \$19.82 per head. Deducting women, children and adult abstainers, it is estimated that about one third of the total population pay the vast sum, averaging them nearly \$60 each. The cigars alone at four to the foot, if laid end to end would be sufficient to girdle the earth six times at the equator.

Via Edmundston.

A Civil Engineer of Quebec writes to a paper of that city giving the following reasons why the gap between Edmundston and Quebec should be filled by a continuation of the N. B. Railway. He says:—

2d. This line from Quebec to Edmundston would be the hypoten, that would connect the railway systems of the Provinces of Quebec and New Brunswick.

3d. The northern part of Maine being inaccessible or without communication either by rail or water, from the United States side, the forest, agricultural and mineral wealth of thousands of miles of that country would become tributary to Canadian markets, and to the port of Quebec.

4th. By the construction of this line from Quebec to Edmundston on direct, and the continuation thereof by a direct line from Grand Falls to Canaan, the distance from Ottawa to Moncton and all points in Nova Scotia, Cape Breton and Prince Edward Island, would be about seventy five miles shorter than by any other line, with practicable grades, yet surveyed.

5th. From what I know of the country, I believe that a nearly direct line, from Quebec to Edmundston, and from thence to St. John, can be constructed, that will admit of hauling, with the same power, double the load that can be hauled by the adopted short line via Mattawamkeag.

Physical Development.

A writer to the London Times says:—"If we take the sons and daughters of people in comfortable circumstances, we doubt whether the human race has ever before attained so high an average of physical development. Lawn tennis for girls and athletics for young men have done more to promote physical welfare than study has done to impair it; and we believe the all-round capacity of the rising generation to be superior to anything which the world has previously witnessed. No amount of pressure will contract or remove the inequalities of nature, or will enable a feeble girl to do the physical work of a strong one; and any over-pressure of the feeble must inevitably injure them, and lead to nothing but disappointment. Where, however, there is naturally good intellect and a good physique, and where these are sustained and improved by judicious feeding, exercise, and employment, we should have no fear of subjecting girls to any strain which the ordinary forms of so-called higher education would involve, and we do not believe that either they or their offspring would be in any respect the worse for it. The question is, as we have said, a personal one; and it is only on personal grounds that it can be rightly decided."

Driven by Soda.

PHILADELPHIA, August 19. - There are being constructed at the Baldwin locomotive works, four locomotives which are to be run by soda, which takes the place of fire. Soda has much the same power as coal without any of the offensive gases. The engines are nearly finished, and are to be shipped to Minneapolis, Minn., and run in the streets of that city where steam engines are forbidden. The engines look like ordinary passenger cars. Inside the boiler is placed five tons of soda which, upon being dampened by steam, produces an intense heat. When the soda is thoroughly saturated the action ceases, and then it is necessary to restore it by driving the moisture from it, when it is again ready for use. These engines are the first of their kind built in this country. They have about the same power as those of the New York elevated roads, and will readily draw four light cars. Soda engines are run in Berlin and other European cities successfully, and traverse the St. Gothard tunnel under the Alps, where steam engines cannot be used, because the length of the tunnel renders it impossible to devise a system of ventilation which will carry off the foul gases generated by a locomotive.

Mr. Gladstone's Manifesto.

Mr. Gladstone's pamphlet on the Irish question ends with a postscript, dated 22d of August, which is as follows:—"Since these pages were written the principal intentions of ministers in respect to Ireland has been announced. Statesmen who, in January, deemed coercive measures an absolute necessity do not now propose them, although agrarian crime has rather increased and Ireland been perturbed, so they said, by proposal of Home Rule; this is a heavy blow to coercion and a marked sign of progress. I am concerned to say that on no other head do announcements supply any cause for congratulation. First—Large Irish subjects, ripe for treatment, are to be referred to commissions of inquiry. This is a policy, while the social order is in question, of almost indefinite delay. Second—Moreover, while a commission is to inquire whether rates of judicial rents are or are not such as can be paid, the aid of law for levying present rents in November has been specially and emphatically promised. This is a marked discouragement to remissions of rent and a powerful stimulus to evictions. Third—A project has been sketched of imposing upon the State payment of all moneys required to meet the difference between these actual rents and what the land can fairly bear. This project is in principle radically bad and it would be an act of rapine on the treasury of the country. Fourth—Whereas the greatest evil of Ireland is that its magisterial and administrative systems are felt to be other than Irish, no proposal is made for reconstruction of what is known as Dublin Castle government. Fifth—It is proposed to spend large sums of public money on public works of all kinds for the material development of Ireland under English authority and Dublin Castle administration.

Good Words.

A Correspondent of the *Globe* writing from the Colonial Exhibition London says:—"As to the way in which St. John and the province generally is brought to the front in other respects, I think every New Brunswicker can feel proud that no part of the Dominion is so well advertised—not even Ontario or Quebec. In addition to the special displays with which the name of the Province is identified we have some very creditable literature, through which New Brunswick is being made known to Englishmen and colonists—such as the excellent handbook edited by Mr. Lurgin; that published by Mr. Hamilton, McMillan's Almanac the school and geological reports, the report of the Secretary of Agriculture, Crown lands, etc., and hand, books of St. John and Moncton, lithographic views of St. John, "Footprints of the Province" by J. W. Lawrence, and other works which are being circulated with apparently good effect.

On the whole, New Brunswick has a better class of literature, and certainly has a better official representation, than any Province in the Dominion.

A Bridal Tour.

Fashion demands that when young people marry they shall go away on a wedding trip, which means no small outlay of cash. A couple recently married felt this pressure but conceived a scheme by which to thwart the process of custom and save the item of expense. They went to the depot, accompanied by a party of friends, and boarded a train with good bye said all around, the friends extending the regulation wishes for a safe and happy tour. But the couple didn't remain on the train. Oh, no! They walked through the car and out at the end opposite that at which they entered and, getting off at the opposite side, sped down Water street around to their home, where they remained in seclusion for a week, while friends thought them away enjoying the honeymoon—*Springfield Homestead.*