St. John Weekly Freeman.

NEW SERIES, VOL. VII. ST. JOHN, N. B. SATURDAY, JANUARY 26, 1884. NO. 22.

The Cheapest Yet

OVER 100 PIECES OF MEN'S and BOYS' TWEEDS.

220 PAIRS BLANKETS AT Manufacturers' Prices.

Must be sold Before Stock Taking

McCAFFERTY & DALY

Corner King and Germain Streets.

L. BLACK & Co., OPTICIANS, DETROIT.

THE UNDERSIGNED has the entire control of the goods made by this firm for this Province. He has in stock all styles made in

Gold, Rubber, Celluloid and Fine Steel Frames,

or Near Sight, for Ordinary Sight and Cataract. This firm's goods have been awarded diploma at Centennial Exhibition for excellence, and the quantity that we have sold since introducing them, some three years ago, is sufficient guarantee of the satisfaction they have given. We have a patent indicator by which we can correctly measure the eye and give the exact glass to suit.

T. L. COUGHLAN,

JEWELLER'S HALL, - - - 14 KING STREET,

In reference to the above advertisement, I would ask the public to read a couple of testimonials from well known city Medical men. These I have selected from many which I am at liberty to publish, and will do so from time to time.

Mr. T. L. COUGHLAN,

DEAR SIR:—The EYE GLASSES which I procured of you have given great satisfaction, and I have pleasure in recommending them. Your method of getting the focus is capital, by which means you can give the exact glass to suit.

St. John, N. B., Jan. 1883. BOYLE TRAVERS, M. D.

Mr. T. L. Coughlan,

DEAR SIR:—The SPECTACLES are all you claim for them, a first class article. I can recommend them as such.

January, 1883. H. C. PRESTON, M. D.

STEWART & WHITE'S Furniture Warerooms,

93 to 97 Charlotte Street, St. John, N. B.

The Largest Retail Furniture Establishment in the Dominion.

WE have in stock an exceedingly large assortment in the different departments.

In Chamber Furniture

We are showing over 40 New Patterns, many of which have been designed by our own draughtsman, and some of them are not inferior to the one for which we received "First Prize and Diploma" in competition with the best work of all the large factories of the Dominion, at the Exhibition at Halifax in Sept., 1881.

Our Drawing Room Furniture comprises all the latest styles in Drawing Room Suites, Groups, and very elaborate Easy Chairs, Lounges and Patent Rockers, which, being of the same general design, can be used to furnish a drawing room. All these will be covered with Raw Silks, Brocades, Cashmeres, etc., of our own importation, which this year has been on a very large scale. We would call special attention to our Silk Plush, of which we have over 10 different shades of the finest quality manufactured.

Our Dining Room Furniture comprises Very Handsome Sideboards from $30 to $250, Dining Tables of all kinds, Dining Chairs upholstered in Leather, and Upholstered Dining Room Suites.

IN LIBRARY FURNITURE we offer Very Nice Designs of Bookcases and Combined Bookcase and Secretary, Library Tables, Lounges and Easy Chairs.

OUR ENGLISH PLATE MIRROR DEPARTMENT will be found to contain many designs entirely new on this Continent, all of which are richly carved and inlaid.

Of the other grades of Furniture we always keep a large and well assorted stock, at the Lowest Prices.

STEWART & WHITE.

NEW BRUNSWICK BRANCH.

CITY OF LONDON FIRE INSURANCE CO. OF LONDON, ENGLAND.

CAPITAL, - - - - TEN MILLION DOLLARS.

$100,000 Deposited with the Government.

Having been appointed General Agents for the above Company, for the Province of New Brunswick, we are prepared to issue Policies on all classes of property at current rates. Losses promptly adjusted and paid without reference to Home Office. For rates, &c., apply to

H. CHUBB & CO.,

General Agents, St. John, N. B.,

Or to any of the following Local Agents:—

FLOUR, GRAIN —AND— POTATO SACKS.

6,000 2, 3, and 4 Bushel Sacks, FOR SALE LOW.

100 Bales Grey Cottons, Just Received,

Lower Quotations than Ever.

Balance of Fall Stock

in all Departments offered at

Greatly Reduced Prices.

A Splendid Lot of French Cashmeres

Just Received from Paris.

Wholesale Dry Goods Warehouse,

MASONIC BUILDING,

94 and 96 Germain Street,

A. EVERITT

THE CHEAPEST CATHOLIC MAGAZINE In the World!

One Hundred Large Pages a Month.

WE have been authorized to receive and collect Subscriptions for

DONAHOE'S MAGAZINE.

Terms $2 per year in advance. Single Copies 20 Cents. For sale by

T. O'BRIEN & Co., 53 King Street.

NEW CROP MOLASSES.

150 HHDS Very Choice Retailing Barbados MOLASSES; Bright and Heavy Nevis Molasses; Good Bright Antigua Molasses, Tierces and Barrels.

GEO. MORRISON, JR

A PRIZE.

Send six cents for postage and receive free, a costly box of goods which will help you to more money right away than anything else in this world. All of either sex, succeed from first hour. The broad road to fortune opens before the workers, absolutely sure. At once address, TRUE & Co., Augusta, Maine.

PORT and SHERRY WINE.

—IN STORE:—

10 QR.-CASKS GRAHAM'S Three and Four Grape Port;
6 qr. casks OLD TAWNEY PORT;
18 " TARRAGONA PORT;
16 " La Cave's SHERRY.

To Arrive:

Graham's Three and FOUR GRAPE PORT; Tarragona and Tawney PORT; IVISON'S and LA CAVE'S SHERRY.

Expected daily.

JOSEPH L. McCAFFERTY,

No. 20 Water Street, St. John, N. B.

Self-Raising Buckwheat, American Grey Buckwheat,

Self-Raising Flour,

Granulated Cornmeal,

HECKER'S WHEATEN GRITS,

HECKER'S FARINA

We have just received a lot of the above Goods from Messrs. G. V. Hecker & Co., and they are all New and Fresh. For sale by

PUDDINGTON & MERRITT.

nov17 55 Charlotte Street

CONGOU TEAS.

Received from London this Wee

A CHOICE LOT —OF— New Seasons Congou Teas,

Assorted Prices from 16c., up. Extra v

T. R. JONES & CO.

MATCHES! MATCHES!

IN STORE:

1,000 GROSS HAMPTON MATCHES!

In Whole, Half and Quarter Cases.

For sale at Manufacturers Prices.

STEPHENS & FIGURES, WHOLESALE GROCERS, Dock street,

mar31

NEW BRUNSWICK RAILWAY.

Operating 443 Miles.

WINTER TIME TABLE.

All Trains are run on Eastern Standard Time, which is 36 minutes slower than Saint John actual time.

COMMENCING DECEMBER 9th, 1883, Trains will run as follows:—

St. John Division,

DEPARTURES:

At 8 00 A M—From Water Street, St John, Passenger and Mail Express for points West and for St Stephen, St Andrews, Houlton, Woodstock, and all points North and South of McAdam; also, for Fredericton, by Branch Line at Gibson to all points North.

At 11.00 A M, from Carleton, with all local and through freight.

At 3 30 P M—From Water street, St John—Accommodation for Fredericton.

At 8 30 P M—From Water street, St. John—Night Express for points West, and for St Stephen, Woodstock, Houlton, and all points North of McAdam

ARRIVALS:

At 6.30 A M, at St John—Fast Express Train from all points West, and from St Stephen, Woodstock, Houlton, and all points North of McAdam.

At 10 10 A M, at St John, (Water street)—Through Accommodation from Fredericton and local stations.

At 1 00 p m, Carleton, with through freight.

At 5 40 P M, at St. John, Water street—Express from points West, and from St Stephen, St Andrews, Woodstock, Houlton, Fredericton, and all points North and South of McAdam.

Pullman Sleeping Cars run on all Night Trains to and from Bangor. Berths secured at Ticket Office, Water Street, G A Freeze, agent

No Train leaves St. John Saturday night or Sunday morning.

A train arrives from the West on Sunday morning and a Train leaves for the West on Sunday night.

Through connecions are made from Boston on Sunday nights.

Connection is made at Vanceboro with Trains of the Maine Central Railway to and from all points West; at Fredericton Junction for Fredericton, and at Gibson by branch line, for all points North, and with Union Line of Steamers.

Tickets for sale in St. John at New Brunswick Railway Ticket Office, and at O. Blois' Ticket Agency, cor. Prince William and Church streets.

E. R. BURPEE, General Manager.

N. T. GREATHEAD, General Pass. and Ticket Agent.

St. John, N. B., Dec. 8, 1883. dec15

Gr'nd Southern Railway

SAINT STEPHEN and SAINT JOHN.

ON and after MONDAY, Oct. 1st, 1883, Trains will run daily (Sundays excepted) as follows; Leave ST. JOHN at 8.15 A. M., Carleton at 8.35 A. M., for ST. GEORGE, ST. STEPHEN and intermediate points, arriving in St. George at 11 a. m., St. Stephen at 12.45 p. m.

Leave ST. STEPHEN at 8.20 a. m., and ST. GEORGE at 10.05, arriving in Carleton at 12.25 p. m., and St. John at 12.40 p. m.

Freight, up to 500 or 600 lbs.—not large in bulk—will be received by JAS. MOULSON, 40 Water street, up to 5 p. m.; all larger weights and bulky freight must be delivered at Sand Point before 6 p. m. Baggage will be received and delivered at MOULSON'S, Water street, where a truckman will be in attendance.

F. W. HOLT, Superintendent. J. N. GREENE, Manager.

1883. International Steam Ship Co.

WINTER ARRANGEMENT.

Two Trips a Week.

ON AND AFTER MONDAY, DECEMBER 3rd, the Steamers of this Line will make Three Trips a week, leaving St. John every

Monday and Thursday Mornings, at 8 o'clock,

for Eastport, Portland and Boston, connecting at Eastport with steamer "Charles Houghton" for St. Andrews, Calais and St. Stephen.

Returning will leave Boston same days at 8.30 o'clock, and Portland at 6 o'clock, p. m., for Eastport and St. John.

Through Tickets can be procured at this office and at H. CHUBB, Co.'s, to all points of Canada and the United States.

No claims for allowance after goods leave the warehouse.

Freight received Wednesday and Saturday only, up to 6 o'clock, p. m.

H. W. CHISHOLM, Agent, Reed's Point Wharf.

NOVA SCOTIA STEAMSHIP CO'Y, (LIMITED.)

1883. WINTER ARRANGEMENT. 1884.

BAY LINE!

Two Trips a Week —TO AND FROM—

DIGBY, ANNAPOLIS, WEYMOUTH, YARMOUTH, | HALIFAX, WINDSOR, KENTVILLE, BRIDGETOWN

and all Intermediate Stations.

COMMENCING WEDNESDAY, Dec. 12th, and until further notice, Steamer leaves St. John on WEDNESDAY and SATURDAY mornings, at 6.24 Eastern Standard Time, or 7 o'clock, St. John time.

RETURNING SAME DAYS.

Tickets for sale at Chubb & Co's., Prince William Street, R. B. Humphrey, Dock Street, and on steamer. Freights received up to 5 p. m.

F. PHEASANT, Agent,

dec15 St. John, N. B.

New Fruit. New Fruit.

JUST RECEIVED:

150 BOXES Valencia RAISINS;
200 boxes Layer do.;
50 boxes Sultana RAISINS;
110 " CANDIED PEELS.

In store and to arrive:

60 bbls. CURRANTS;
50 cases do.;
550 boxes RAISINS—Layer and Cooking;
85 bags NUTS—Almonds, Filberts Brazil, Pecan, etc.

All for sale very low.

STEPHENS & FIGGURES, 61 Dock Street.

"INCREASING."

An increased Patronage for

George Robertson's Grocery,

seems to be the result of healthy competition, and an assortment of

FINEST GROCERIES,

imported. GEO. ROBERTSON.

N. B.—FRUIT of all kinds a specialty.
P. S.—Java and Mocha Mixed—Excelsior.

AYER'S Cherry Pectoral.

No other complaints are so insidious in their attack as those affecting the throat and lungs: none so trifled with by the majority of sufferers. The ordinary cough or cold, resulting perhaps from a trifling or unconscious exposure, is often but the beginning of a fatal sickness. AYER'S CHERRY PECTORAL has well proven its efficacy in a forty years' fight with throat and lung diseases, and should be taken in all cases without delay.

A Terrible Cough Cured.

"In 1857 I took a severe cold, which affected my lungs. I had a terrible cough, and passed night after night without sleep. The doctors gave me up. I tried AYER'S CHERRY PECTORAL, which relieved my lungs, induced sleep, and afforded me the rest necessary for the recovery of my strength. By the continued use of the PECTORAL a permanent cure was effected. I am now 62 years old, hale and hearty, and am satisfied your CHERRY PECTORAL saved me. HORACE FAIRBROTHER."

Rockingham, Vt., July 15, 1882.

Croup.—A Mother's Tribute.

"While in the country last winter my little boy, three years old, was taken ill with croup; it seemed as if he would die from strangulation. One of the family suggested the use of AYER'S CHERRY PECTORAL, a bottle of which was always kept in the house. This was tried in small and frequent doses, and to our delight in less than half an hour the little patient was breathing easily. The doctor said that the CHERRY PECTORAL had saved my darling's life. Can you wonder at our gratitude? Sincerely yours, MRS. EMMA GEDNEY."

159 West 128th St., New York, May 16, 1882.

"I have used AYER'S CHERRY PECTORAL in my family for several years, and do not hesitate to pronounce it the most effectual remedy for coughs and colds we have ever tried. A. J. CRANE."

Lake Crystal, Minn., March 13, 1882.

"I suffered for eight years from Bronchitis, and after trying many remedies with no success, I was cured by the use of AYER'S CHERRY PECTORAL. JOSEPH WALDEN."

Byhalia, Miss., April 5, 1882.

"I cannot say enough in praise of AYER'S CHERRY PECTORAL, believing as I do that but for its use I should long since have died from lung troubles. E. BRAGDON."

Palestine, Texas, April 22, 1882.

No case of an affection of the throat or lungs exists which cannot be greatly relieved by the use of AYER'S CHERRY PECTORAL, and it will *always cure* when the disease is not already beyond the control of medicine.

PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

Sold by all Druggists.

XMAS GROCERIES, WINES, &c.

On hand—A Full Supply of

First Class Groceries, Wines and Liquors,

comprising in part

FINE TEAS, Black, Green and Oolong;
Old Government JAVA COFFEE;
Crushed, Granulated and Brown Sugars;
Best Brand of FAMILY FLOUR, in Barrels and Half-Barrels;
A full lines of Spices and Essences, New Raisins and Currants, Oranges, Lemons, Grapes, Nuts, Cheese, Butter, &c., &c.
Fine Old Brandies and Whiskies;
" Port and Sherry Wines;
Ginger Wine, Syrups, Bottled Ale and Porter, &c., &c., &c.

JOHN O'GORMAN, 8 and 10 Dock Street.

Branch Store 67 Dock street.

CARD OF THANKS.

THE Subscriber begs to return his sincere thanks to his numerous friends and customers for their very liberal patronage to him during the twenty years he has been in business, and would respectfully announce to the public that he has greater facilities than ever for customers to select from his very large stock of

BOOTS AND SHOES,

And being constantly receiving New Goods from the very best markets in Canada and the United States would solicit an inspection, feeling confident the stock will give perfect satisfaction in every respect,

JAMES McCONNELL,

mar2 19 King Street.

The "AVE MARIA,"

A Catholic Family Magazine,

20 pages Imperial 8vo.,

DEVOTED TO THE HONOR OF THE BLESSED VIRGIN.

Published Weekly at Notre Dame, Ind.

Terms—Postage Free: One Year, $2.50.

APPROBATION & BLESSING OF POPE PIUS IX, OF SAINTLY MEMORY.

"These things being so, and provided that all be directed to the honor and glory of God and of the Blessed Virgin Mary, we bless the undertaking, all the co-operators thereunto, and may our Lord Jesus Christ perfect and strengthen the work. PIUS PP. IX."

APPROBATION AND BLESSING OF OUR HOLY FATHER, LEO XIII.

"I bless the editor with an especial blessing, the contributors, and all those engaged in its publication and propagation. I renew every word of this (Pope Pius the Ninth's) exceptional blessing. Indeed I wish with all my heart to see THE AVE MARIA more than ever prosperous and extending its usefulness over the country. Now that every land is deluged with wicked papers, can we ever sufficiently encourage the religious and sound press? Certainly THE AVE MARIA deserves encouragement. May God bless it!"

We have been appointed Agents for the above Publication.

T. O'BRIEN & CO., Booksellers, etc., 53 King Street.

READ. READ.

BLIZZARD RESISTERS.

THE GREATEST Wind and Waterproof Coat OF THE AGE.

THE GARMENT is made of Genuine IRISH FRIEZE, thoroughly Waterproof, and ingeniously lined with Bucgakin all through, making the garment impervious to wind and rain. A capital Overcoat for Mariners, Teamsters, or any one who is exposed to storms and requires a Serviceable Coat. Call and see them at the

One Price Clothing Store.

202 UNION STREET 202

J. CULLINAN & SON.

SCARLET FLANNELS!

GREY FLANNELS;

Blue Flannels; White Flannels;
Swansdowns; Comfortables;
Blankets;
Knit Shirts and Drawers.

H. & H. A. McCULLOUGH, Prince Wm. St. and Market Square.

The Weekly Freeman.

Saturday, January 26, 1884

The appalling number of the dreadful catastrophes which have marked the advent of this new year should teach many wholesome lessons to those whose duty it is to provide, as far as human prudence can, against a repetition of any of these dire occurrences. No doubt some will be found to say that it is worse than useless to moralize upon these calamities after they have occurred—that nobody will be so foolish as to permit such a thing to happen a second time; that after such warnings nobody who is responsible for the lives of others entrusted to his care could fail to take all the precautions prudence could suggest to prevent the recurrence of such fatal disasters. If we examine the facts of cases presented to us by daily experience, however, we perceive that one of the chief causes of the astonishing frequently with which these *soi disant* accidents occur is the culpable neglect of just such warnings as these, a neglect which so many people deem it an outrage on common sense to suppose possible. The absurdity, the paradox, is to speak of an excess of prudence in such matters—the paradoxical, the nonsensical idea, the idea which leads to so much culpable, we may almost say criminal negligence; the idea which costs their lives to so many thousands and plunges so many more thousands into the lowest depths of grief and misery; the idea which makes so many disconsolate widows and orphans, the idea which robs so many aged parents and loving families of their support, is this very idea that we can take too many precautions to prevent such terrible sacrifices of human life, coupled with this other idea that such measures of prudence can be postponed to suit the convenience of individuals, or for any other reason. People are too apt to pass lightly over such duties, and to suppress the rising qualms of an uneasy conscience. Warnings such as those, in which this new year has already been so fruitful, produce merely a slight shudder and a temporary resolution to remedy whatever is defective in the immediate locality of the accident, but outside that place where the calamity has occurred, or within a few years after the event itself, even in the very place in which it has occurred, there is no impression formed—no lasting impression in nine cases out of ten has been made. The remedy has been delayed to suit *convenience*; it has, perhaps, been discussed once or twice and then dropped; the way is open for a repetition of the calamity. And why all this? Simply because men are too apt to consider these matters as of small import, and fail to see them in the light of imperative duties; or in other words, because the majority of men are so full of themselves, so taken up with their own affairs that they cannot afford to give a thought to the welfare of others, even where that welfare is identical with their own. In too many cases covetousness and meanness of spirit has its share in producing such disasters. A few more dollars properly expended might have prevented them; but no!—"we can't afford it" steps in to decree the loss of thousands of lives. And yet people are found to say that it is too late to moralize on such events after they have happened, failing to see that this is one of the very ideas which would conduce to the recurrence of these lamentable catastrophes. Such people little know the nature of human character, or have little studied its various phases.

We have had innumerable theatre disasters where panics caused by fire resulted in the deaths of hundreds of persons—we had the Vienna theatre—the Brooklyn theatre, and many more disasters of the same kind, where crowded public halls, churches and such places, but a few moments before scenes of pleasure, joy and hope were suddenly converted into scenes of desolation, agony and despair. Either a fire, or very frequently only a false alarm of fire, or something of the kind, has caused a panic—for there is nothing more irrational, more uncontrollable than a crowd—which, thanks to the inefficient means of escape from the building in question, has had the effect of crushing many unfortunate men and women to death. That such disasters should occur once we cannot be surprised, but that such warnings as their frequent repetition affords should be so entirely neglected and despised must be rather astonishing to one who is not accustomed to study the problems relating to the formation of human character, as exemplified in our every day lives, and to reflect upon the causes and circumstances of the various events of which he is a spectator.

We had these theatre disasters owing to deficient means of egress, yet how many of our theatres and other buildings, where large audiences are accustomed to gather, were improved in this respect after these calamities? Not one in a hundred! In how many new halls were all the possible precautions taken to prevent such accidents? Perhaps here the proportion is larger, but we doubt it very much. Our modern utilitarians are not by any means renowned as philanthropists. Indeed in their anxiety to attain what they consider the more profitable end, they not only overlook and utterly disregard what is best from a moral point of view, but also not unfrequently overstep the bounds of prudence from the utilitarian point of view; and by some petty piece of economy, to the extent of a few dollars, entail the loss of thousands, perhaps millions. Yet these same people who act with such excessive prudence—or rather with such excessive meanness—for it proves to be anything but prudence in the end—are the very ones who profess to contemn and despise those who recommend prudence and foresight where human life is at stake, thereby showing that they consider their money of infinitely greater value than the lives of their brethren—of those entrusted to their care.

The two principal calamities of the present year, which is yet in its infancy, are certainly the dreadful railway accident on the Grand Trunk, near Toronto, and the burning of that convent at Belleville, near St. Louis, Mo. In the former 29 lives were lost and in the latter 27. In the former case it seems that the catastrophe could easily have been avoided—in the latter it need not have entailed any loss of life had the most ordinary precautions been taken. As to the railway accident it was entirely owing to the *forgetfulness* of a freight train conductor that it occurred. That a man should allow a train to dash through a station in the manner in which he did, in direct contravention of his orders, even though he were perfectly sure the track was clear ahead, shows that he did not at all realize the awful responsibility he took upon his shoulders in thus creating the merest possibility of sacrificing even one human life—much more so in sacrificing thirty. We can easily understand forgetfulness, but not in such a case as this—it looks too much like reckless carelessness. In the second accident to which we refer the loss of life might have been entirely prevented. In all such institutions as convents, colleges, and in all places where large numbers are required to sleep in one apartment, there should be ample means of egress, and the doors of the apartment should never be locked, as was the case in the Belleville convent. If people could only realize the dreadful responsibility of sacrificing human life in this manner, such catastrophes would be avoided. But we never apply these warnings to our own cases until it is too late; we never reflect that similar misfortunes may fall upon us at any time until some terrible disaster occurs in our very midst to awaken us from the state of distraction and lethargy in which we habitually live. Such accidents as these we have recorded above, though lamentable in themselves, would, nevertheless, be turned to good account by an all-wise Providence, drawing good from evil, could we only be taught by them, to take precautions to prevent their occurrence amongst ourselves. We sincerely hope we shall never be obliged to record any such disaster as either of those above-mentioned in St. John, but should this occur, it would be too late then to reflect that we should have profited by the timely warnings we have received.

The *Canada Gazette* issued on Monday of last week, contains the proclamation putting in force the Dominion License Act. For the purposes of the law New Brunswick is divided into 16 districts, including the City of St. John. The Inspectors and other officials have not yet been appointed. In Ontario the Local Government will test the legality of the law by prosecuting the first person who takes out license and sells under the law; in Quebec the law has been declared *ultra vires* the Dominion Parliament, and in some places in this Province (notably in St. John and Portland) steps have been taken to procure legal advice on the matter—it being felt apparently in all these places that the recent decision of the Privy Council in the case of Hodge, has, or ought to set the question at rest, as regards the exclusive right of the Provincial Legislatures to deal with matters of this kind. Sir John A. Macdonald, however, will not admit that he is wrong, and in order that he may continue to pose as the great constitutional authority which he claims to be, but which many recent decisions of the highest Courts say that he is not, the whole country is to be involved in needless litigation and expense.

Halifax County is on the verge of bankruptcy. At a late meeting of the Council it was shown that:—

The deficit last year was $1,887.91, while this year it amounts to $3,765, and as the report truly says the county is rapidly drifting into a state of bankruptcy, and unless some energetic measures are taken at once to collect the money due the county, the county will very soon be in a dilemma when it will no longer be in a position to carry on the business of the municipality without doubling the taxation of the county—a very undesirable thing.

Who is Responsible for the Suffering?

(Hamilton Times.)

There are 70 to 80 persons in the immigration sheds at Winnipeg, and the *Times* (Conservative) announces that they are literally starving." "To subsist on the offerings of charity and to sleep on hard planks, while the thermometer is down among the thirties and forties," remarks our contemporary, "is a much more uncomfortable method of prolonging existence than going into an English workhouse or doing a term in the Stony Mountain Penitentiary. These unfortunates cannot be left to die. Men, women and children are hugging a stove in a barn of a place and looking to the Almighty God for the next meal. Some of them have not been able to get employment; others have been defrauded of their wages by their employers; and all are suffering, and four months of hard weather confront them."

This ought to be interesting reading for Sir Charles Tupper. It is not yet two months since he telegraphed to every influential journal in Great Britain that there was no end to the demand for workmen in Canada—that railway and other laborers were in enormous demand, and that steady employment was assured. What with poor people already in the country, and the arrival of the immigrants who have come to the Dominion on the advice of Sir Charles Tupper, and with the assistance of the Ottawa Government, the bitter experience of the unfortunates who are huddled together in Winnipeg is not confined to that city. Good men are to be found in large numbers out of work in London, in Ottawa and in Hamilton. They are able and willing to do something, but no one offers to give them a job, and their wives have to go out and canvass the city for a job at washing, at scrubbing, or for a few rags of cast-off clothing to enable their children to go to school.

Sir Charles Tupper, when he was sending the report broadcast through Great Britain that there was a great dearth of workmen in Canada, may have been under the impression that he was doing a good turn to the Canadian Pacific Syndicate and to the monopolists who have kept him and his colleagues in power; he may have thought that one good turn deserves another, and that it is his particular duty, as High Commissioner for Canada in Britain, to keep sending laborers to Canada, even when there is not enough of work for those already here; but the wage-workers of Canada owe to themselves to take due cognisance of the result of Tupper's doings. It is not creditable to him as a Minister, or as a man; it is a positive disgrace to him that he should be the chief instrument in having brought about the present lamentable state of affairs. Travelling in luxurious pomp, by special trains, chartered at the expense of the Canadian rate-payers; sitting in state at Ottawa, dickering with political logrollers, Tupper deigns not to take cognisance of the result of his ill-timed assistance in keeping down wages. But a day of reckoning is coming; the workingmen will assuredly not forget the double-dealing of the Member for the Syndicate.

TELEGRAPHIC.

WALLA WALLA, W. T. Jan. 15.—John Elfers, who shot Dan Hagarty because the latter would not pay fifty cents he owed him, was hanged this morning.

WILLIMANTIC, Conn., Jan. 15.—A child was born in Bolton, Tolland County, on January 4, having two extra fingers and two extra toes. The mother, Mrs. Lewis, has had five children. The second child had two extra fingers; the third, two extra fingers and one extra toe; the fourth, two extra fingers, the fifth, two extra fingers and two extra toes. The mother has two extra fingers and the usual number of toes.

ST. JOHN'S, N. F., Jan. 17.—Simon Lundrigan, John McGrath and James Whelan, of Conception Bay, were sent to day to the penitentiary to await trial before the Supreme Court, for attempt to wreck a railway train, by placing iron bars and large stones on the track.

SCRANTON, Pa., Jan. 16.—Consumers Powder Company's mills, 9 miles from Scranton, blew up, one mill at a time between 10.30 and midnight to-night. Nine out of the ten mills were destroyed. Certainly one man, and probably many more were killed. Communication is cut off and further particulars cannot be obtained, The loss is heavy.

WATERVILLE, Mass., Jan. 17.—Yesterday, at Dallas, a general row occurred in the store of Wm. Harmon, during which Evans Harmon was killed and Wm. Harman and Robert Lamar fatally, and several others seriously wounded. The man who instigated the row escaped unhurt.

ST. JOHN'S N. F., Jan. 17.—Information has just been received from Fortune Bay, which states that sixty American schooners, chiefly from Gloucester, have captured full fares of herring and successfully frozen them. The whole fleet is ready for home and the winter cod fishing will be abandoned. On West Newfound land coast the boats of two men average five to six quintals per day. Schools of herring are now in Fortune Bay, unprecedented for extent, quality and good size. The weather is admirable for preserving.

NEW BEDFORD, Mass., Jan. 18.—The steamer City of Columbus, of the Savannah line, which left Boston at three o'clock yesterday p. m., is ashore on Devil's Bridge, Gay Head, and is fast breaking up. It is reported about 100 lives are lost, but the number may be reduced when further particulars are ascertained. The following is Captain Wright's statement regarding the loss of the steamer: The City of Columbus left Boston at three p. m., Thursday, carrying 80 passengers and a crew of 45. At 3 45 a. m. on Friday, Gay Head light was bearing south half east, and the vessel struck outside the Devil's Bridge Buoy. The wind was blowing a gale west by north, and the vessel immediately filled and keeled over. The water broke in and flooded the port side of the saloon.

All of the passengers escaped, and a few women and children came on deck, nearly all wearing life preservers.

All of the boats were cleared away, but they were immediately swamped and the majority of the passengers were washed overboard. Seven passengers left the vessel, on a life raft and about forty took to the rigging.

At 4.30 o'clock a. m., the Gay Head life boat put off and took seven persons. Another life boat put off between 12 and 1 o'clock. The revenue cutter Dexter came along about 12.30 o'clock and sent off two boats. Twenty-one persons, one of whom was dead, were placed on board the Dexter, and after all the persons were taken from the vessel the Dexter proceeded to New Bedford. Three persons died after going aboard the Dexter. Among the names of the saved are: S. E. Wright, Captain, and John White of Prince Edward Island.

The total number of persons saved is 23. Five dead bodies have been recovered and 110 souls are unaccounted for. Seventeen of the saved and four of the dead were brought here and six are supposed to be living and one dead at Gay Head. The names of those at the latter place known are John Holmes, fireman, and one passenger, name unknown.

The following are those on the raft whose fate is unknown:—A. Morrison, chief engineer; Edward Fuller, first mate; Augustus Harding, second mate; Wm. Murray, assistant engineer, Wm. Fitz patrick, pantry man, and Richard Sullivan of P. E. Island. There were 126 persons on board, 104 of whom are lost, but it is impossible to ascertain the names of all present.

PROVIDENCE, Jan. 19.—The revenue cutter Dexter has landed at New Bedford with seventeen persons and four dead bodies taken from the wreck of the City of Columbus off Gay Head.

LONDON, Jan. 18.—Baker Pasha has been obliged finally to abandon all hope of being able to afford relief to Tewfik Bey, who, with 1000 women and children on his hands, is still bravely defending Sinkat, where he is besieged with only 500 soldiers. He estimates the rebel forces surrounding Sinkat at 27,000, and the forces between Suakim and Berber at 100,000. Tewfik Bey believes it possible, according to his latest despatches, to hold out longer, but Baker Pasha does not expect to be able to aid him.

DORCHESTER, N. H., Jan. 18.—The boiler in Wallace's tannery exploded today, killing four men and injuring several others.

HUNTER'S POINT, L. I., Jan. 18.—A boiler attached to the range in the kitchen of a house occupied by Frank T. Sherwood, exploded with terrific force this morning. It instantly killed a five year old son of Mr. Sherwood, fatally injuring another, and burning Mrs. McDermott so terribly that she will probably lose her eyesight.

ALLENTOWN, Pa., Jan. 18.—An explosion occurred this morning in the mixing house of the Vulcanite Dynamite Company near this city. It instantly killed John Drackenbone, Isaac Kramer and Jacob Heffner. The bodies were shockingly mutilated. Three others were slightly injured, and three of the buildings destroyed.

NEW YORK, Jan. 20.—A special London cable says the latest advices received from Suakim and Khartoum leave but small ground for hope that the beleaguered garrison will escape as the van of El Mahdi's column is marching down the White Nile river and is reported to have halted but a few miles from Khartoum. Col. Coetlogon, who is in command at Khartoum, has announced his intention to try to effect a march to Kassala as the route to Berber from Khartoum is blocked by the enemy; but it is reported that owing to the rapid advance of El Mahdi's troops a retreat by way of Kassala has been cut off, and that Col. Coetlogon's force is thus shut up in Khartoum. Hundreds of fugitives have fled from Khartoum, however, and have thus far reached Kassalala in safety. Reinforcements of troops are leaving Cairo for Suakim, and Baker Pacha's force will be raised to ten thousand men, with some field guns and gatlings.

The Government has ordered that an attempt be made for the relief of Sinkat at all hazards, but has refused to sanction Baker Pacha's plan to relieve Col. Coetlogon, which was to despatch troops from Suakim to Massowah.

Lord Campbell, the British ambassador at Berlin, has sounded Prince Bismarck upon the advisability of calling a European conference to settle the Egyptian question. Prince Bismarck is reported to have declined to favor any such movement, on the ground that the powers could not accept the responsibility and relieve England of her blunders in Egypt.

All the morning papers in London express unqualified gladness that General Gordon has accepted the mission to Egypt. He will go to Khartoum with full power to make the best arrangement possible to settle the affairs of the Soudan, and the *Pall Mall Gazette* says that henceforth Great Britain has full and undivided responsibility of the Soudan. General Gordon, in going to the Soudan as representative of the British Government, must entail, as a natural corollary, the assumption of a similar responsibility for the affairs of Egypt proper.

The *Sun's* cablegram says that Khartoum has become the most important city in the world to the Gladstone Cabinet, and its fate, apparently, involves the life or death of the English ministry. The situation there is gloomy. Several small garrisons south of Khartoum have already been cut off and the Mahdi is reported to massacre freely. The Nile is blocked both north and south of the doomed city. Hosts of Arabs are swarming towards it, and inside a good half of the population believe in the Mahdi. The relief of Sinkat will be almost as momentous a task as that of Khartoum. Provisions are getting scarce and 25,000 rebels stand between Suakim and Sinkat.

A telegram from Cairo states that it is reported that negotiations have been opened between Egypt and Abyssinia. The latter demands the cession, by Egypt, of the Bogos territory and the part of Massowah, which adjoins the north-eastern boundary of Abyssinia, under a threat that the King of Abyssinia will declare war with Egypt if this demand is refused. Egypt is willing to cede the territory of Bogos and the port of Zoulla, which is south of Massowah, on condition that Abyssinia shall operate against El Mahdi. This arrangement is regarded as probable. It is officially announced that the Khedive has not the slightest intention of abdication.

The Franco-Chinese question remains unchanged and will probably present no features of interest until an attack has been made at Bac Ninh.

Gladstone has issued a circular informing his supporters that the electoral reform will be the first business of Parliament, which opens February 5th. A committee of his Parliamenty party reports to Parnell upon the election prospects. It predicts eighty nationalists will be elected at the next election, and if the franchise is reduced there will be ninety. Parnell's followers meet in Dublin the day before the opening of the session. They are preparing for a vigorous onslaught on Lord Spencer. O'Donnell, M. P., denounces the "No Rent" manifesto.

The Marquis of Lorne is said to be intriguing for the vice-royalty of India or Ireland.

Queen Victoria will leave England at the end of March, for Darmstadt, to be present at the marriage of Prince Louise, of Battenberg, with her grand-daughter, on April 12.

The Queen's new book, Life in the Highlands, is expected to be published by the middle of February, in one volume, octavo, and will contain eight portraits, besides many wood-cuts from drawings made by the Queen and Princess Beatrice. The book tells how John Brown became her confidant, stating that Brown was especially recommended by the Prince Consort, while the latter was dying, as a man who with unostentatious devotion, would lay down his life in standing between his sovereign and all harm.

The brother of the late Patrick O'Donnell writes to the *United Ireland*, newspaper, denying the truth of the statement put into O'Donnell's mouth admitting the wilful murder of Carey. The brother says that from the day O'Donnell landed in England until the execution, the only persons who spoke with him were Fr. Fleming, his counsel and himself. O'Donnell, he says, never varied from the assertion that the murder was not one of deliberation, but that the act was done in self-defence.

The accession to office of the Spanish conservatives is held, curiously, to better guarantee radical and republican quietude than the success of Sagasta's friends.

France is disturbed. The destitution of a quarter million men is acknowledged, and the Chambers will probably vote a grant for their relief.

London streets are becoming unsafe at night and a proposal to arm all policemen with revolvers will be considered by the Council next meeting.

A great Burns' celebration is announced for the 25th.

Cardinal Manning's habit of fasting produced his serious illness. His physicians insist on his taking more nourishment and he is now recovering.

BOSTON, Mass., Jan. 20.—About 40 bodies of those who perished in the wrecked steamer City of Columbus have been found up to to-night and active search is being made.

The following is an additional statement of Capt. Wright of the wrecked steamer: "Passed Nobska light at 1.15; 10 minutes later gave orders to lay her course west-southwest and went to room, sitting down on the floor with my back against the steam heater; think I may have been there 20 minutes; Quartermaster McDonald being at the wheel; heard some one say port; I immediately rushed into the pilot house, saying hard a port; before seeing where I was or what was the cause of changing the course, the steamer struck, and in about twenty minutes sank, it being then about 4 o'clock. When I went into my room I laid the course directly out of the Sound, and following these directions, I can't see how he should have passed nearer than two miles from the buoy."

The second mate has been reported as one of the men on the life raft and it so he undoubtedly perished.

A comparison of the times mentioned by Capt. Wright will show that, if correct, he must have slept at least two hours instead of twenty minutes and his order (hard a port) would be very natural to a man suddenly disturbed from a sound sleep.

The list of saved from wrecked steamer foots up to 29, including those at Gayshead, whose names have been ascertained, and the additional name of Capt. S. Vance, of Truro, N. S. The steamer Speedwell, on Friday, while searching for bodies at a distance of several miles from the place where the steamer sunk, came across one of the life boats of the City of Columbus full of water, and sunk nearly to the water's edge in the boat, slashing round in the water as the waves raised or lowered the boat, was found the apparently lifeless body of Capt. Vance. When taken on board the steamer it was found that life was not extinct, and he was so far resuscitated as to be able to walk with assistance when landed at Vineyard Haven. He is being cared for at that place, and although very weak and suffering severely from his protracted soaking in the icy water, he is doing as well as can be expected, and strong hopes of his ultimate recovery are entertained.

The passenger list of the City of Columbus, as corrected, foots up 81 passengers, cabin and steerage, and 45 officers, seamen and waiters. Of this number 12 passengers were saved and 17 of the crew, whose names were given in an earlier despatch. The total death list is therefore 97. There is no possibility that these figures will be altered by the discovery of additional survivors.

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