General Business.

JUST RECEIVED

—AT THE—

Commercial House,

CHATHAM, N. B.

Trimming Silks,
Satins and Velvets,
Plain and Watered Buttons,
Braids,
Linings,
Moire Ribbons,
Berlin Wools,
Fingerings and
Fancy Goods,
Working Canvas,
Splints,
Cardboards,
Gloves,
Corsets,
Hair Braids,
Switches,
Hosiery,
Etc.,
Etc.

BUTTRICK'S NEW YORK FASHIONS FOR SEPTEMBER.

W. B. HOWARD.

JUST RECEIVED,

60 CADDIES

AND

BOXES

W. C. MACDONALD

TOBACCO,

"Napoleon,"

"Prince of Wales,"

AND

"MARINERS'."

DAILY EXPECTED,

40 DOZ

Brown's AXES.

John McLaggan,
Public Wharf,
Newcastle.

Revolvers!
Revolvers!!

PREPARE yourselves with a GOOD REVOLVER for $1.50

—ALSO—

Smith & Wesson's Patent Ejector,
the Handsomest and Best Revolver made.

Guns! Guns!!

—IN—

ENGLISH LIGHT PARTRIDGE GUNS,
THE
AMERICAN HEAVY GOOSE GUN,
AND THE
LITTLE BEAUTY BREECH LOADER,
THAT MAKES NO REPORT, WHICH EVERYBODY ADMIRES.

In the above Goods I have the
Largest and Best Assorted Stock ever seen in Miramichi;
and Catridges, Caps, Powder, Shot of all kinds.

VIOLINS! VIOLINS!!

Daily expected direct from Germany

50 VIOLINS—from the cheapest to the best.

also, an endless variety of Strings, Bows, &c, &c.
WATERPROOF GOODS—In Mackintoshes, Rubber Coats, and Leggins and Long Boots. Also, Cape Ann Oilskins, in Long Coats, Jackets and Trousers.

CHEAP CASH STORE

JAMES BROWN, - - Newcastle.

COFFINS and CASKETS

J. PHELAN,
Undertaker and Joiner,
ST, FRANCIS ST., - - CHATHAM.

Funerals Furnished at MODERATE RATES and properly attended to. 7y1

Miramichi Advance.

CHATHAM, - - - SEPTEMBER 28, 1882.

A Delusive Law.

What the friends of the Scott Act could not believe possible and what was predicted by its opponents as the outcome of its being brought into operation in Northumberland has become a disheartening reality, and the sooner the people recognise and act upon the fact the better it will be for their interests. With many others in the County we hoped that, at least, some good would result from the adoption of the Act, but instead of good, there are palpable and positive evils resulting.—Some of the most orderly of the places which were formerly licensed are closed, but for every one of these which have gone out of the business a dozen of the lowest and most infamous dens imaginable have appeared like moral pests in the midst of our communities. It is not only a fact that poisonous intoxicants are sold in these latter places but, to all appearances, other vices flourish and spread, being encouraged by the comparative helplessness of the authorities to deal with them. We have an increase of drunkenness, and crime; they generally go together, and if the attempted enforcement of the Canada Temperance Act is not responsible for this state of things it has certainly done nothing to prevent it. It seems also to be a fact that the Temperance bodies have been lulled into comparative inaction because, having labored to bring the Act into operation, they have imagined it would be carried out in due course, like any other law. It seems, however, that drunkenness like many other sins to which weak humanity tends, can only be checked by the higher law, the enforcement of which is within the province of those moral and religious agencies which are happily in operation amongst us, but are only weakened in their influence over this great enemy of mankind by the interference of mere statutory restrictions. Let the friends of sobriety and common decency turn their attention to the matter and rid themselves of the prejudices which hinder them from viewing the question in its real and far-reaching character and they will realise that in regulation and reasonable restriction they will secure the greatest degree of immunity possible from the evils which are increasing among us. Let the license system be restored in a more perfect form, so that the dens which have broken out as moral blotches along our streets since the Scott Act came into operation (or, rather, inoperation) and the open drunkenness and loaferism that have resulted, may be stamped out. The Scott Act is a failure in Northumberland and the sooner we all face the fact and act upon it the better it will be for all concerned.

The St. John Centennial Exhibition.

St. John is taking hold of the proposed Centennial Exhibition with its usual earnestness in such matters. The general committee, which was a very large one appointed at a citizens' meeting, met last week and after considerable discussion as to the best and most effective plan of management, appointed a committee of five to nominate an Executive Committee of fifty, exclusive of certain gentlemen who would be *ex-officio* and honorary members. The committee nominated and unanimously approved of by the meeting is as follows,—

Honorary Members.

Members of the Provincial Board of Agriculture.
City and County Representatives in Parliament.
City and County Representatives in the General Assembly.
Members of the Provincial Government.
Members of the Common Council.
Members of the Town Council of Portland.

The Committee.

Jas. A. Harding,	The Mayor,
Wm. Peters,	S. Crothers,
J. A. Price,	Wm. Fleming,
Jas. Harris,	J. H. McAvity,
Levi H. Young,	Geo. Stewart.
Jas. Manchester,	J. H. Parks,
John Magee,	S. S. Hall,
Wm. Hazlehurst,	Jas. Lee,
J. A. Cheeley,	J. A. Estey,
T. S. Simms,	J. Allingham,
John McMillan,	Jas. Holly,
John Kelly,	Wm. Campbell,
G. R. Bent,	Jas. H. Pullen,
W. W. Turnbull,	Wm. Shaw,
Thos. Davidson,	C. F. Clinch,
W. W. Clark,	C. E. Burnham,
T. W. Daniel,	John Connors,
Wm. Lewis,	E. R. Moore,
Robt. Barnes,	Richard Thompson,
Jas. Rourke,	J. B. Hamm,
Fred. Burpee,	John Fraser,
Jos. Dunlop,	Thos. Campbell,
Robt. Cruikshank,	T. R. Jones,
Jas. McNichol, jr.,	W. H. Thorne,
H. J. Thorne,	H. D. Troop.

The committee has power to add to its membership, and on the request of any ten members it shall be called together for business. We hope that as the Exhibition is to be an important one our North Shore business men, manufacturers, artizans and others, will interest themselves in it sufficiently to show that they are not behind those of other parts of the province as contributors to the industrial prosperity of the country.

Political Notes.

If by bribery, knavery and cajolery the present Government can retain office, of course there will not be any change in the administration of affairs as long as such means are effective; and to the dishonor of our M. P. P.'s such means are all too strong. While such a state of affairs lasts we can see no good reason to hope that our present system of reckless over-expenditure will abate.—Woodstock *Press.*

Messrs. Morton (now Solicitor-General, but recently opposed to the Government) and G. Hudson Flewelling (Government) and Dr. Taylor and Mr. G. Rix Price (Opposition) were nominated in King's County on Wednesday of last week—the occasion of the election being the death of the late Solicitor-General Crawford, Mr. Morton having accepted the vacated office and being therefore obliged to seek re-election and a new member being required in Mr. Crawford's place. The Opposition hoped to secure one of the seats, but failed.

The Kent election petition will be tried on the 28th inst., notwithstanding the resignation of Messrs. Wheten and LeBlanc. When we say tried, we mean that the Chief Justice will attend to try it and the petitioner will insist upon his proceeding to hear evidence on the question of personal disqualification. To this the answer will probably be made that the Act does not provide for a judgment in the matter of disqualification unless a judgment be given at the same time on the question of the election, and that the members having resigned, the Court cannot make any order in respect to the election, and consequently, none on the personal matter.—*Fredericton Herald.*

Mr. Morton, who was opposed to the re-formation of the Provincial Government, effected just before the last Assembly elections, and had declared himself in opposition could not withstand the temptation of the Solicitor-Generalship which was offered to him after the death of the late Mr. Crawford, so he went over to the Government. Like Attorney-General McLeod, he is a respectable kind of man, but never was able to gain even a second-rate position as a barrister. The Woodstock *Press* (Conservative) says of these two gentlemen,—

From what is known of Mr. Morton's legal attainments we should suppose he was a very unfit person for the situation, that is if more legal acumen is required than is necessary to draw the quarter's salary as it becomes due. He does very little court practice, and is in no way fitted to carry on an important criminal suit. Still we suppose he will compare favorably, in point of experience, and it may be talent too, with the present Attorney General, who was quite unknown, generally, as a lawyer, until this important office was thrust upon him. They will make a sorry looking pair if brought face to face with some of our eminent barristers.

Hon. Mr. Mitchell's Position.

At a lunch given on board one of the new Brazillian line of steamers at Montreal the other day, Hon. Peter Mitchell's name was coupled with a toast as one of the ex-Ministers of the Crown. According to the *Herald's* report—

"Hon. Peter Mitchell, in replying, said since his name had been associated with the toast, he felt called upon to respond, though he thought it would have been better had Mr. Curran been given the duty, as he was an out-and-out supporter of the present Administration, which he was not, being independent in his views, though supporting the present policy of the Government, which he thought was best for the material interests of the country. He was proud, however, to say that for many years he had been a colleague of Sir John's and many of the other Ministers, and acknowledged that during the trying times of 1866-67, when arrangements were being made to build up Canada into a Dominion, instead of leaving her disunited in small colonial portions, none worked harder to carry the theory successfully through than the Cabinet of that time. These reflections called up much, and he was proud to have his name associated with the toast."

Playing "Detective."

THE CAMPBELLTON P. O. ROBBERY.—On Sunday night Detective Skeffington went to Newcastle and parties were sent out in search of the robbers. They were traced at Mrs. O'Brien's, on the railway, about ten miles from Newcastle, and are said to have crossed the river at Newcastle after dark on Sunday evening, and were seen by Thos. Coughlan, who noticed them going along the beach, and as he thought they were going the wrong way, hailed them, upon which they took to the woods. It is said that they were seen about Flett's mill at Nelson on Monday. Mr. Skeffington believes them to be the same parties who committed the post office robberies at Truro and Fredericton.—*Transcript.*

Mr. Skeffington may be a very able detective in some reapects, but he is evidently not fit to deal with such matters as the Campbellton robbery. It was as well known as possible that the guilty men left Campbellton for the South; they jumped the train once—if not twice—and could not have escaped a competent head of a properly organized detective organization. Does the Intercolonial possess such a head? If so how is it that he has not provided himself with assistants armed with sufficient authority to detain, at sight, suspected characters who may be on the railway cars? Does he think more of the glory of being "sole detective" than of securing the ends of justice? The escape, for so long a time of the Campbellton burglars is calculated to discount Mr. Skeffington's prestige as a detective.

The Gilchrist Scholarship.

A despatch of 21st from Fredericton to the St. John *Telegraph* says,—"The result of the examination for the Gilchrist scholarship reached here, to-day, by circular addressed to Dr. Jack. By it, it appears that Wm. Marley Tweedie, of Mount Allison College, Sackville, has not only been the successful competitor, but that he has gone in with the greatest honor a Canadian has yet achieved; that is, he has headed the whole list of matriculants. The circular reads: Honors division: 1 *Wm. Marley Tweedie, Mt. Allison College; 3 *John Peter McLeod, Dalhousie College, Halifax; 49 V. J. A. Johnson, University first division; William Bliss Carman, University of New Brunswick; Frederick Wm. Frith, Kings College, N. S.; Edward Alex. Harris, Kings College, N. S. (The asterisks denote that the gentlemen whose names they are opposite have made marks qualifying them to receive exhibitions.

"W. M. Tweedie, B. A., is a graduate of Mt. Allison College, of the class of '82. When the Halifax course was instituted he started to take that and succeeded in capturing all the first prizes then offered. Sackville had several others taking the same course, and when that course was broken up, the others graduated from Sackville. In 1881, Mr. Tweedie, however, concluded not to rush the work, but to take another year and thus become more thorough. This he did, spending part of the time teaching in the academy. He is now but nineteen years old. He is a son of Rev. Mr. Tweedie, now stationed at Hampton. Mr. Tweedie is the second man that Sackville has produced that has been a successfcl competitor, Mr. Goodwin, a professor of that institution, being the other. As will be seen by the above, Mr. McLeod, of Dalhousie, stood third, and Mr. Johnson, 49th. The whole matriculating class numbers several hundred. The standing of both these gentlemen, especially that of Mr. McLeod, is excellent, both passing a sufficiently good examination to entitle them to scholarships. Mr. Pickard, who took the scholarship in 1880, stood 8th among the matriculants which was the nearest to the top that any Canadian had attended."

Awful Steamboat Disaster.

A steamboat disaster, attended with great loss of life, took place on Thursday, 14th inst., on the route between Collingwood and Sault Ste. Marie. It furnishes another warning against the overcrowding of steamers and is a startling revelation of the peril of boats that are apt to become unmanageable in heavy wind or sea. The steamer lost on 14th was the *Asia*, of the Great Northern Transit Company's line. She had taken the place of the ill-fated *Manitoulin*, which was burned in the early part of the season on the route from Collingwood to Sault Ste. Marie. She left Owen Sound about midnight on Wednesday, 13th, with about one hundred souls aboard, the majority bound for the lumbering shanties. Shortly before noon on Thursday the terrible gale which swept over the country struck the ship, and after rolling heavily in the trough of the sea for about twenty minutes she foundered. A number of the passengers and crew took to the boats, only one of which is known to have landed. This boat contained the only survivors, Mr. D. A. Tinkiss, of Manitowaning, and Miss Christy Ann Morrison, from near Owen Sound. Mr. Tinkiss' account of the calamity is as follows.—I went aboard the *Asia* at Owen Sound about midnight on Wednesday. The steamer was crowded, all the staterooms being full, and many passengers lying on the sofas and the cabin floor. All went well until about 11 on Thursday morning, when the storm struck us. I was in my berth at the time. My uncle, J. H. Tinkiss, jumped up and said the boat was doomed. Dishes and chairs were flying in every direction. We left the cabin and found difficulty in getting on deck, the boat was rolling so heavily. I got a life preserver and put it on. The boat went into the trough of the sea and would not obey her helm. She rolled heavily for about twenty minutes, when she was struck by a heavy sea and foundered, going down with the engines working about half-past eleven. The *Asia* was making for French River, and had men, horses, and lumbermen's supplies for the shanties there.

I saw three boats lowered. I was in the first boat, and about eight were with me at first. More got in till the boat was overloaded and turned over. Twce parties were hanging on to my life preserver, which got displaced and I thrw it off. I then left the boat and swamto the captain's boat, which was near by, and asked Mr. John McDougall, te purser, to help me in. He said it was lnt little use, but gave me his hand. When I got in there were eighteen in the captain's boat, and by that time there was a large number in and clinging to the boa I had left. I know nothing of the thrd boat. Our boat rolled over, and I remember missing poor John McDougall a few minutes after he helped me in. People were hanging on to the spars and other parts of the wreckage.

SUFFERINGS OF SURVIVORS.

Our boat was full of water, and the sea was constantly breaking over us. One of the first to die on the boat was the cabin boy. He was dying and being supported by one of the men, when a wave washed him overboard. The next to go was a boat hand. He was near the gunwale, coughing badly, when he jumped out. I could see him paddling around in the water for nearly a hundred yards. Our numbers were now reduced to seven, five of whom died before reaching the beach: Capt. Savage, who was the last to die, in my arms about midnight on Thursday, Mr. John Little, of Sault Ste. Marie, the mate, McDonald, and two others, names unknown. The boat finally stranded near Point au Barrie about daylight on Friday, with Miss Morrison and myself the only two surviving. I put the bodies out on the beach and pried the boat off with an oar, but did not bale it out. Miss Morrison and I went down the beach in the boat to a derrick about one and a half miles distant, and lay on the beach all night. About eight o'clock Saturday morning an Indian came along and I engaged him to bring us to Parry Sound.—He would not bring the bodies.

THE PLACE OF THE DISASTER.

The spot where the *Asia* foundered was about thirty-five miles north-west of Parry Sound, in Georgian Bay, and probably ten miles from French River, for which point a large number of the passengers were bound. The storm was general, but as the point at which the vessel foundered was about opposite the entrance to the bay, between the Manitoulin Islands and the mainland, the *Asia* must have received the full force of the terrific gale which prevailed. There are various small islands in the vicinity of the scene of the disaster, and it is just possible that some of the crew or passengers may have reached the shore, but the hopes are only faint. In all probability, the man and woman who made the dreaded voyage to the coast with their dead companions in the same boat, alone live to tell the sad story of the *Asia's* downgoing.

OPINIONS RESPECTING CANADIAN STEAM NAVIGATION.

Among other results of interviews respecting the *Asia* and Canadian steamers, generally, we find the following in the Toronto *Globe*,—

Captain Kennedy of the *John Harris*, who is himself an experienced sailor, when asked what he knew of the *Asia*, said he did not recollect much of her, except that two years ago he saw her aground on the St. Claire Flats.

LAKE SAILOR'S OPINION.

Another old salt, now retired from service, expressed himself to the effect that it was the miserable system of economy prevailing, which prevented companies obtaining the services of really competent men; possessed of the intelligence and the experience necessary to navigate the lakes without sending their boats to the bottom.

"You think then," queried the reporter, "the boats themselves are all right, it is only good commanders who are wanting?"

"No, I don't," growled the salt; "what I think is that the captains are bad and the vessels are worse, though there are exceptions, and many of them. The truth is, any boat is deemed good enough to hold Canadian lives, and any captain is skilful enough to command them if he consent to work for half nothing."

"Could you suggest improvements?"

"Improvements? Lots of 'em, any amount. Why not get ship-carpenters to examine the hull, as well as engineers to inspect the boilers. Do you imagine a bulwark of gossamer will keep out a thousand ton wave?"

"I really don't know."

"Look here, shipmate, there is too much politics about the business for me altogether. Steamboat companies can command a powerful number of votes and a corresponding amount of influence with Governments."

"But in what way?"

"Oh, you are very innocent. Why in the way of obtaining charters for crazy old vessels I would not risk my dog in. Come here, Ponto."

When Ponto appreached the sailor continued: "I know their little game. Those steamboat companies purchase any kind of a rotten old tub for a song, caulk her over, repair her a little, give her a new coat of paint, and obtain a charter for her, just as Sir Hugh got one for that ere railroad. The fact is you want a man like Mr. Plimsoll to stir matters up a little.

(It is singular that this is the second time Mr. Plimsoll's name was mentioned, and yet it is not when all things are considered.)

AGENTS INTERVIEWED.

Our reporter next called upon Mr. Barlow Cumberland, agent of the Company, for his views. But he had no views to unfold; he was reticent, and advised that Mr. Beatty, of Thorold, should be written to if full information were desired.

"Does your Company take the names of those to whom they sell tickets, Mr. Cumberland?"

"No, no more than railway lines; why should they? If people would consent to pay a fair price for their passages the steamboat service would be better in every respect; but they do not, they even grumble at the present ridiculously low rates."

This being all Mr. Cumberland seemed inclined to say our reporter went once more among the skippers for

INFORMATION AND SUGGESTION.

One of them said that if the hatches were well battened down and the engine-room protected from any sudden rush of water which might sweep the bulwarks away, less accidents would happen. When a boat is heavily laden and sailing on an even keel it is liable to settle down in the trough of the sea; when light, to be driven on in happy-go-lucky fashion, either situation being dangerous and requiring skill and dexterous management to overcome.

FACTS ABOUT THE ASIA.

As regards the *Asia*, the following information has been obtained from Messrs. Risley and Meneally, of the Steamboat Inspection office. She belongs, or did belong, to the Great Northern Transit Company, and was originally inspected by Mr. Risley, pronounced seaworthy, and chartered to ply between Windsor and Duluth, but was not authorized, on account of her space and equipments, to carry more than forty passengers or to sail on the Georgian Bay. On the 24th of July last Mr. Beatty, of Thorold, general manager of the Company, applied to Mr. Risley for such an amendment of the charter as would empower the *Asia* to carry 150 passengers, while the company to which the boat was leased requested about the same time that the *Asia* might be permitted to carry 400 passengers! Mr. Risley, according to the revised Marine and Fisheries Act, is empowered to grant authority to steamboat owners to sail on a different route from that described in their charter, but not to give authority to carry more passengers than the charter allowed, and he therefore wrote in reply that if the Company added a 17 feet yawl, 130 life preservers, and had a fire engine placed amidships he would forward their application to the Minister of Marine and Fisheries, though certainly not for more than 150 passengers. It is just possible therefore that the Company took it for granted their application would be entertained and acted accordingly, which action was of course illegal, always supposing the report that about 100 people perished is found to have been correct. The Department has instructed Mr. Risley to employ a lawyer at once, who will initiate proceedings against the Great Northern Transit Company. So particular is the law on this passenger question that the charter of the vessel is required to be posted in the most conspicuous place on board, so that he who sails may read; but we need hardly say this is not always done, or that even the best regulated steamboats do not scruple in taking more passengers than the law allows. When the Company applied for the amendment they forwarded their charter to Mr. Risley; so that when the ill-fated vessel went down she had none posted in a prominent or other part of her, which was a gross

CONTRAVENTION OF THE LAW.

The *Asia* was nine years old, and was an ordinary screw steamer. Her commander, Captain Savage, had twelve years' experience on the lakes.

Egyptian News.

Cairo, Sept. 21.—Repeated conversations with representative men of all shades show that the country is divided in opinion and sentiment as follows: 1st—the fanatical and effeminate of the Elazhar sectarians are sulky and defiant except in the presence of the British soldiers, who seldom penetrate into the purely Arabic quarters. Yesterday the sectarians spread a report that 5,000 Russians were on their way to Egypt to drive out the English. These sectarians need an iron hand. Examples should also be made of a few of the Ultra-Nationalists who are hand in glove with the sectarians. 2nd. The moderate Nationalists only fear that the English will go away too soon, leaving them at the mercy of the thieving, communistic city rabble instigated by the sectarians. 3rd. The ignorant, good-natured masses whose political aspirations are limited to the minimum of taxation are delighted that all is finished. Europeans are coming into the villages to buy cotton. The cheerful readiness with which the 4,000 soldiers at Tantah surrendered to General Alison with only 500 Gordon Highlanders, proves the joy of the fighting men to return home. The negroes under Abdellah Pasha surrendered Damietta somewhat reluctantly. The opinion of the enligatened classes here is that England is morally bound to establish a strong government.

Examination of the treasury at Cairo proves that about £200,000 sterling have been taken by Arabi Pasha, of which £18,000 have been discovered at the war office. It is probable that other deficits will be found in the department of the interior.

Madrid Sept 21.—A member of the Madrid Government says that Spain was solicited by Austria, Germany and Italy to join the European concert when the Conference meets to discuss the English proposals for the settlement of the neutrality of the Suez canal and the conditional self-government under the suzerainty of the Porte. Those Powers with Turkey and Russia desire to find a Latin or Mediterranean nation to counter-balance the evident French sympathy with the British policy. The Madrid Government will be in the Conference decidedly adverse to any solution that might increase the British preponderance in the Mediterranean. Public opinion in Spain is unanimous against the British power, which the Spaniards consider dangerous for their policy in Morocco. As long as England holds Gibraltar she will find them ready to unite with the Eastern powers against her influence in Europe and the colonies.—Never before has public opinion shown so general and bitter hostility to any European nation. Besides, the Court and the Government think the opportunity excellent for Spain to resume her place among the great powers. [The above is, probably, the invention of some enterprising press correspondent, as Spain is not so silly as to *pose* as one of the "great powers." She was so many years in putting down her own little Cuba's rebellion that she can now only be laughed, at as a great power. EDITOR.]

Alexandria, Sept. 21.—Letters received at the palace state that two nights ago a procession paraded through Cairo shouting "Allah protect Arabi! Allah destroy that Christian Mehemed Tewfik!"

The Khedive has appointed a special commission to enquire into and prosecute authors of outrages committed here in June last. The commission is composed of four Europeans and three natives and is under the presidency of a native. The foreign consulates will be represented at the sittings. These representatives may make communications, but will have no vote. The Khedive has also appointed a similar commission to sit at Tanta to investigate into crimes committed in other parts of Egypt during the rebellion.

The report telegraphed from Cairo that Abdallah Pasha has been shot by his own soldiers is not confirmed. A train of immense length arrived here yesterday from Cairo, bringing several thousand natives, whom it is alleged Arabi forced to leave their homes.

London, Sept. 21.—The *Telegraph's* Cairo correspondent says Arabi asserts all his acts were done at the instigation of the Khedive and Sultan. and that he was unable to restrain the Egyptian army from fighting. His pay office has been searched and important documents found. Thirty fanatical sheiks have been placed in custody in the citadel. Ahmet Rifaat Pasha, who was appointed Governor of Alexandria some weeks ago, and removed because of the objection made to him by Europeans, has been again appointed Governor. The Khedive appointed Osman Galeb Pasha Prefect of Police of Cairo.—The *Daily News'* Cairo despatch says: People here are preparing for the illumination in honor of the Khedive's return.—There is not a single sign of disaffection. The city is fast filling up with returning refugees. Only one regiment, said to be cavalry, which is in Upper Egypt, remains faithful to Arabi. Arabi shares his prison with Mahmoud Fehmy, who was his chief engineer and military adviser. Arabi is suffering from fever and diarrhœa.—Crowds surround his prison to ascertain if he will be retained a prisoner, but no one is allowed to see him.

Cairo, Sept. 21.—Under direction of Sultan Pasha, wholesale arrests of the supporters of the national party is proceeding. All who signed the proclamation authorizing Arabi to continue war are being imprisoned. The arrests are being conducted entirely by the Khedive's government.

Constantinople, Sept. 21.—The tone of the Turkish press has completely changed during the week in favor of England.—The *Vakit* has a violent article condemning Arabi.

CAIRO, Sept. 22. Arabi and his accomplices, both military and civil, will be tried by court martial.

One of the first acts was to send a strong body of Coldstreams to the Palace in which Midshipman Dechair was confined, and see to his being at once set free. The lad, who seemed none the worse of his confinement, was overjoyed at the sight of his countrymen. He said that if the English had not come up as they did, so quickly on Arabi's heels, his life and the life of all the Europeans in the place would not have been worth a moment's purchase. This he gathered from the conversation of his guards. Sir Garnet greeted the boy with real affection and at once sent him back to Alexandria, where he will rejoin his ship."

The following were the reported details of the shooting of Abdellah Pasha, commander at Damietta:—Abdellah told the black regiment he expected them to fight till the last. He declared that Arabi had turned traitor and had fled, but Kafr-el-Dwar was making a heroic resistance. The soldiers asked why they should risk their lives for Arabi and Abdella. The latter replied they were not fighting for him, but for religion, country and Caliph. They should be ready to die as he was. The soldiers replied, "Then die," and shot him through the stomach.

A despatch from Alexandria, dated Friday night, says Damietta has surrendered.

ALEXANDRIA, Sept. 22.—All the rebel officers below the rank of colonel confined to Ramleh have been released.

Thirty-six prisoners of war have escaped from the Citidal by means of a rope.

Alexandria, Sept. 23.—Some of the Princesses of the Khedive's family have been seriously compromised by the late revolt.

It is generally believed that property valued at £1,000,000 will be confiscated and applied to the indemnification of sufferers by the massacre.

The British troops occupied Damietta. On their arrival the negro garrison instead of surrendering, fled, taking besides plunder, a quantity of ammunition.

Two men implicated in the June massacres here were hanged to-day.

It is officially announced from Jiddah that the Grand Shereef of Mecca has been deposed and imprisoned at Taiffe, where Midhat Pacha was a prisoner. Abdallah Abricoun has been named Grand Shereef. He is a brother to the Shereef who was murdered some time ago, as was then supposed by orders from the Sultan because he was favorable to the British.

London, Sept. 23.—The *Times'* Tantah correspondent says it is difficult to ascertain the feeling in remote districts. The wholesome fear inspired in some quarters is by no means general.

Cairo, Sept. 26.—The Khedive yesterday evening drove for an hour through the illuminated streets and was well received. The Khedive will bestow upon Gen. Wolseley the Grand Cordon of the order of Osmanli.

London, Sept. 26.—The *Times'* Cairo correspondent says it is expected that the guards and marines will leave there immediately after review on Friday. The Bedouins have cut the fresh water canal above Nefich.

General Notes and News.

The Fredericton *Herald* is to be issued as an evening paper.

Rev. James Bennet is to start a new Weekly Paper in St. John.

The 101st Regiment is to leave Halifax shortly and will not be replaced. The garrison will thus be largely reduced.

Geo. Roe & Co., the famous Dublin distillers have failed. Their Whiskeys were among the best in the world.—Moral, don't make good whiskey.

Elder sister—"Oh, you fancy yourself very wise, I dare say, but I could give you a wrinkle or two!" Younger sister—"No doubt—and never miss them."

Leslie Coot, a young man arrested for pilfering registered letters from the Toronto Post Office, was sentenced to the Kingston Penitentiary for six years.

A Toronto milkman turned pale when several of his customers clubbed together and made him a present of a scarf-pin in the shape of a pump. It was a cow-herdly act.

Three weeks ago the S. S, "Glendon" arrived at Pictou with two hundred tons of old iron for the N. S. Forge Co., from the S. S. "Atlantic," wrecked near Halifax, in 1873.

Henry Ward Beecher says of dancing: "It is wicked when it is wicked, and it is not wicked when it is not wicked. In itself it has no more moral character than walking, wrestling, or rowing."

Mrs. Thomas A. Temple, of Lancaster, St. John, has produced a plaster of Paris bust of the late Governor Wilmot, which is highly praised by those who have seen it, and pronounced a capital likeness.

The corporation of Quebec has been condemned by the Superior Court to pay twelve hundred dollars and costs to a man named Martin, who was severely injured by a defective sidewalk, which broke under him.

Cetewayo told a Temperance deputation who waited on him in London, that if the English will only keep alcoholic liquors away from his frontier, the Zulus will be sober. They have no distilleries in their country.

Queen Victoria sent a yoke of Spanish oxen to a cattle show on the Isle of Wight. They were richly caparisoned, and were led into the judge's arena hitched to a decorated wagon. They were not entered for competition.

A North Carolina man has invented a folding barrel or hogshead for use in transporting dry materials. The heads may be taken out, the staves rolled together, and the whole thing made barrel shape again with a few quick motions.

"The Green Ribbon Army," is the latest rival of the Salvation troop. The first meeting was held in London at the beginning of this month. It is a branch of the temperance "League of the Cross," and is presided over by Cardinal Manning.

The pillars in front of Mr. James Gordon Bennett's Newport residence have been ornamented with bronze owls. They are really gas lamps, the light streaming from their eyes having a weird effect. There are six of them, two being placed at each entrance.

Murphy disturbed a meeting of the Salvation Army at Oldham, England. Private Kershaw, a muscular exhorter, accepted the challenge to go out and fight. The encounter was a protracted and desperate exhibition of pugilism, but the sinner was whipped.

Two boys, sons of Mrs. George Hopey, of St. Martins, St. John Co., were playing with a loaded gun on Tuesday of last week, when they carelessly allowed a twig of a tree to catch the trigger of the gun, fatally discharging the contents into the stomach of the eldest boy.

Robert Murray, Intercolonial R. R. car inspector, while standing on the railway track at Richmond (Halifax), Thursday evening last, was struck by a flat car and terribly mangled, dying in twenty minutes after. He was about sixty years old, and had been employed on the railway some twenty years.

On Wednesday evening of last week Henry McAndrews, of St. John, while running along the top of a train of freight-cars, which were being shunted at Sussex, fell between two cars and was run over by the moving train. Both arms were severed from the body and the unfortunate man died at an early hour next morning.

A Toronto despatch says that James Shipp, a passenger in the "Asia" who got off the vessel at Owen Sound, and who speaks of overhearing a conversation between the Inspector and the captain, has arrived in the city. He says he heard the Inspector tell the captain that the "Asia" was unsafe and would never reach French River.

Owing to the reduced state of the home garrisons it has been decided to draw one battalion of infantry permanently from Nova Scotia, and the 1st Battalion Royal Munster Fusiliers is not to be replaced at Halifax, which will in future be held by one battalion of infantry, three batttalions of Royal Artillery, and one company of Royal Engineers.

Mr. Gladstone is still guarded by a special police force, two of whom accompany him in his walks through his grounds and elsewhere. Hitherto his bodyguard have been provided simply with the ordinary baton, but since his recent arrival at Hawarden the authorities have furnished the men with revolvers and twenty rounds of ammunition each.

The ferry boat "Richilieu," running between Caughnawaga and Montreal, blew up on Monday 18th, causing four deaths and the wounding of several others. The water jacket around the boiler had corroded. The Inspector had inspected the boat and her apparatus only a short time ago, and the question is now raised, what is the good of inspection?

Intelligence has been received at St. John's, Newfoundland, of the landing at Jackson's Arm on the north-west side of White Bay, of a company of French marines who hoisted the French tricolour, and erected temporary monuments bearing the insignia of France. The British North American squadron has left for the scene to investigate the matter.

At their beautiful home in Vermont, Ohio, ex-President Hayes spends most of his time reading and writing in his library, and Mrs. Hayes delights in looking after her poultry yard and elegant flower garden that adorns the lawn. They usually have some friends or relatives living with them and transient visitors and sight seers are always cordially welcomed.

An accident occured on the Windsor and Annapolis R'y, on Wednesday morning, 20th, whereby George Bowers, a freight porter, was jammed between the baggage and postal-cars of an express train, sustaining injuries which resulted in his death. A young man named McLean met with a similar mishap and had to have his leg amputated. Cows on the track was the cause of the disaster, the engine and train being thrown from the rails.

The death of Dr. Pusey, the great nocturian, has called forth extensive obituary notices in all the leading newspapers of England and America. He was born in the year 1800, and had therefore reached a quite advanced age, He was son of the late Hon. Philip Bouverie (half-brother of the first Earl of Randor), and assumed by Royal license the name of Pusey. His mother was Lady Lucy Sherrard, daughter of the Earl of Harborough.

The Sovereign Grand Lodge of the Independent Order of Oddfellows began its annual session at Baltimore on Monday. Twenty-one Grand Lodges and twenty-six Grand encampments represented the progress of the order during the past year. The reports were highly gratifying. The lodges numbered in membership 467,000, an increase of 19,000. Encampment members 81,000, an increase of 11,000. Total relief, $1,811,000. Total revenue, $4,855,000.

The Toronto *Globe* referring to the "Asia" disaster says if the report be true that the firm owning the ill-fated Manitoulan and Asia is substantially the same with the Georgian Bay Transportation Company, which owned the Waubuno, which foundered with the loss of all on board three years since, the presumption of something wrong in the character or equipment of the vessels is still further strengthened. A searching enquiry is to be made into the loss of the *Asia*.

The output of coal for this year in Nova Scotia will far exceed that of any previous year. The sales in 1881 were larger than ever before, being over a million tons, while under the reciprocity system they never reached more than two-thirds of that quantity. But the yield in the part of the year already past, exceeds by about 25 per cent that of 1881. The prospects are that there will be sold in 1882 over one million and a quarter tons of coal, or nearly double the sales four years ago.

Some persons who do not respect old age, have made fun of the "Charybdis" and called her unseaworthy. The old war ship, nevertheless, is going to sea this afternoon if the fog does not obstruct her way. A collision with the fog on a day like this might prove fatal to the aged craft. It would not be safe to let her go alone so the Government steamer "Newfield" will accompany her—perhaps tow her—around to Halifax where she will be handed back to the generous donors.—St. John *Globe* of 20th.

Mrs. Jas. Trainer of Mill Cove, P. E. I., was accidentally poisoned the other day. Mr. Trainer had bought by his wife's request a mixture of rhuburb and magnesia for her, and at the same time bought a quantity of arsenic in order to poison rats, and put the packages in different pockets. When he got home at 11 p. m, he hung up his coat and went outside. While he was gone one of the children put her hand into a pocket of the coat, took out a parcel and took it to her mother, saying, "there is the medicine father bought for you." The mother took some of it, mixed, and drank it. The package proved to have been arsenic, and the mouher died in a few hours.

It is related of a Black Hills miner who had discovered a big thing, that he went to a party in Denver to have a drawing made of the site and its surroundings, and was asked, "Do you intend to work this mine?" "No, I guess not." "Will you go East and form a stock company and sell out the shares?" "I think I will. "Then what you want of me is a sketch showing the mouth of your mine with about $300,000 worth of silver ore piled up around it. When you get to Chicago you can get an artist there to put in a river and a railroad track, and if you go as far east as Boston it will be the duty of the artist there to put three steamboats on the river, two trains on the railroad, and surround your mine with a town of 600 inhabitants!"—*Wall Street News.*

A Montreal despatch of Saturday last says,—A lawyer named Lanctot entered the circuit court here yesterday, in a state of drunkenness, and when ordered to leave by Judge Rainville, of the superior court, who presided, refused. An officer of the court was ordered to remove the offender, when the latter assaulted him by hitting him in the face. The court told the drunken scamp it would deal with him when sober. The fellow then called the judge a liar, and repeated the offensive expression a second and third time, with a profane adjective before it. This morning the offender presented himself, and made an humble apology to the judge, alleging as an excuse that he was drunk when he acted so blackguardedly the previous day. The court merely censured him, neither fining nor committing him for contempt.

Hanlan published the following challenge in the Toronto *Globe* of 16th:—

To the Sporting Editor of the Toronto Globe:

SIR,—As neither Wallace Ross, Charles E. Courtney nor George W. Lee has accepted my challenge to row each a race for $2,500 a side, two months from signing articles, two weeks between each race, I now accept Wallace Ross's challenge to the world to row a race for $2,500 a side and the championship. As I have been unable to do any training this season, I shall require two months from signing articles to get in trim for the match. I will be willing to row on any suitable course between Boston and Washington, and shall be glad to meet Mr. Ross in Portland Me., on the 26th inst., to arrange details.

(Signed.) EDWARD HANLAN.

Hanlan says that if a match can be arranged he will make such arrangements as will enable him to leave his business and go at once into active training. Ross has gone to Portland, Me., to meet Hanlan, and make arrangements for the match.

A terrible suicide was committed at Woodstock on Sunday 17th inst by Sadie F. Elstone, a much respected young lady. The unfortunate girl who has only returned home from Grand Haven, Mich, a short time previous, had been troubled with Dyspepsia, but did not show any signs of mental aberration. Her family was somewhat surprised that she did not go to church in the evening, it being her custom to attend regularly, but thought nothing of it. Later in the ev