That Pie

I had for dinner
was the best I ever ate.
Thanks to COTTOLENE, the
new and successful shortening.

ASK YOUR
GROCER
FOR
IT.

Made only by
H. K. FAIRBANK & CO.,
Wellington and Ann Streets,
MONTREAL.

UNPRECEDENTED ATTRACTION!
OVER ONE-QUARTER OF A MILLION DISTRIBUTED.

L.S.L.

Louisiana State Lottery Company.

Incorporated by the Legislature for Educational and Charitable purposes, and its franchise made a part of the present State constitution, in 1879, by an overwhelming popular vote.

Its GRAND EXTRAORDINARY DRAWINGS take place Semi-Annually, (June and December,) and its GRAND SINGLE NUMBER DRAWINGS take place in each of the other ten months of the year, and are all drawn in public, at the St. Charles Theatre, New Orleans, La.

FAMED FOR MORE THAN TWENTY YEARS FOR INTEGRITY OF ITS DRAWINGS AND PROMPT PAYMENT OF PRIZES.

Attested as follows:

"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorise the company to use this certificate, with facsimiles of our signatures attached, in its advertisements."

G. T. Beauregard
Jno. A. Early
Chas. J. Villere

Commissioners.

Col. C. J. Villere succeeds Gen Beauregard as one of our Commissioners to supervise our Monthly and Semi-Annual Drawings. Gen. Beauregard always selected Mr. Villere to represent him at the Drawings whenever he was absent. Mr. Villere has already supervised nine of our Drawings.

We the undersigned Banks and Bankers will pay all Prizes drawn in The Louisiana State Lotteries which may be presented at our counters.

R M. Walmsley, Pres. Louisiana Nat. Bk.
Jno. H. Connor, Pres. State Nat'l Bank.
A Baldwin, Pres. New Orleans Nat'l Bk.
Carl Kohn, Pres Union National Bank.

THE MONTHLY $5 DRAWING,

At the St. Charles Theatre, New Orleans,
Tuesday, October 10th, 1893.

Capital Prize, $75,000.

100,000 Numbers in the Wheel.

LIST OF PRIZES

1 PRIZE OF	$75,000 is	$75,000
1 PRIZE OF	20,000 is	20,000
1 PRIZE OF	10,000 is	10,000
1 PRIZE OF	5,000 is	5,000
2 PRIZES OF	2,500 are	5,000
5 PRIZES OF	1,000 are	5,000
25 PRIZES OF	300 are	7,500
100 PRIZES OF	200 are	20,000
200 PRIZES OF	100 are	20,000
300 PRIZES OF	60 are	18,000
500 PRIZES OF	40 are	20,000
APPROXIMATION PRIZES.		
100 Prizes of	$100 are	$10,000
100 do	60 are	6,000
100 do	40 are	4,000
TERMINAL PRIZES.		
999 Prizes of $20 are		$19,980
999 Prizes of 20 are		19,980
3,434 Prizes,	amounting to	$265,460

PRICE OF TICKETS.
Whole Tickets at $5; Two-Fifths $2;
One-Fifth $1; One-Tenth 50c;
One-Twentieth 25c.

Club Rates, 11 Whole Tickets or their equivalent in fractions for $50.

SPECIAL RATES TO AGENTS.
AGENTS WANTED EVERYWHERE

IMPORTANT.

SEND MONEY BY EXPRESS AT OUR EXPENSE IN SUMS NOT LESS THAN FIVE DOLLARS,

on which we will pay all charges, and we prepay Express Charges on Tickets and Lists of Prizes forwarded to correspondents.

Address PAUL CONRAD,
New Orleans, La.

Give full address and make signature plain.

Congress having lately passed laws prohibiting the use of the mails to all Lotteries, we use the Express Companies in answering correspondents and sending Lists of Prizes

The official Lists of Prizes will be sent on application to all Local Agents, after every drawing, in any quantity, by Express, FREE OF COST

ATTENTION.—After January 1st, 1894, our drawings will take place in Puerto, Cortez, Honduras, Central America, under and by virtue of a contract for 25 years with that Government These drawings will take place monthly as heretofore. There will be no change in the management and no interruption in the business. **PAUL CONRAD**, President.

In buying a Louisiana State Lottery Ticket, see that the ticket is dated at New Orleans; that the Prize drawn to its number is payable in New Orleans; that the Ticket is signed by PAUL CONRAD, President; that it is endorsed with the signatures of Generals G. T. BEAUREGARD, J. A. EARLY, W. L. CABELL, having also the guarantee of four National Banks, through their Presidents, to pay any prize presented at their counters.

N.B.—The tickets for the October drawing, and all others thereafter, in addition to the usual endorsements of J. A. EARLY and W. L. CABELL, will bear that of the new commissioner, CH. J VILLERE, the successor of Gen'l G. T. BEAUREGARD, deceased.

There are so many inferior and dishonest schemes on the market for the sale of which vendors receive enormous commissions, that buyers must see to it, and protect themselves by insisting on having LOUISIANA STATE LOTTERY TICKETS and none others, if they want the advertised chance for a prize.

House To Let.

Suitable for Store and Dwelling: Situate upper end of street leading to the Muirhead Wharf (so called). Apply to

JOHN FOTHERINGHAM

FOR SALE.

In the town of Chatham belonging to the estate of the late George A Blair.

The tenament houses and property 100 ft. front by 132 ft. deep, situate on Queen street, known as the Dean property.

5 acres of land on the Richibucto road, adjoining the field behind Blink Bonnie property.

Terms easy.—½ payment in cash, and the balance in 1 years time secured.

For further particulars apply to

SARAH M. BLAIR, or GORDON M. BLAIR,
Executrix. Executor.

Chatham, August 30, 1893.

EXECUTOR'S NOTICE.

All persons having any claims against the Estate of the late Thomas F. Gillespie, of Chatham, in the County of Northumberland, deceased, are requested to hand in their accounts, duly attested, within three months from date. All persons indebted to the said estate are requested to make immediate payment to John Fotheringham J.P., at his office.

Dated at Chatham, N. B., this 24th day of August, A. D. 1893.

ELIZABETH GILLESPIE, Executrix.
JOHN FOTHERINGHAM, Executor.

Miramichi Advance.

CHATHAM, N. B., - - SEPTEMBER 21, 1893.

Civic Change in St. John.

The city of St. John has made a material change in the constitution of the common council by which its affairs will be controlled after next spring. Heretofore the city has been governed by a council consisting of twenty-six aldermen and the mayor. The aldermen were elected by the rate-payers of the respective wards which they represented and the mayor—whose election took place a week after that of the aldermen, each year—was elected by the voters of the city at large. At the last session of the legislature a bill was passed providing that should the civic electors of St. John so decide by their votes, the common council of the city should hereafter consist of fifteen aldermen, who must be residents of the particular wards for which they would hold seats, but, nevertheless, be elected by the votes of the city at large, instead of any particular ward; the election of mayor to hereafter take place on the same day as that of aldermen.

Voting on the question of the proposed change took place on Thursday last. The votes polled were about the same as in an ordinary mayoralty election and the result was decidedly for the acceptance of the new scheme, being 2175 to 724.

The result will, doubtless, be that St. John will have an improved council.

The Wrong man.

The New York Herald, which is seldom caught napping, published on Saturday last, a London telegram respecting the honor conferred by Her Majesty upon Hon. Charles Hibbert Tupper, and in connection therewith printed a supposed picture of the newly-created knight, which, however, was a good likeness of Sir Charles Tupper, the Canadian High Commissioner in London and father of Sir Hibbert.

A Poser.

That peculiar character, Mr. H. H. Pitts of Fredericton recently declared at an Orange convention that if a Roman Catholic Lieutenant-Governor were appointed in this province he would cease to support the Liberal-conservative party, whereupon the Moncton Transcript says:

"Bro. Pitts had better remain where he is, he will receive no welcome from the Liberals. But if Bro. Pitts is so bigoted that he will not remain a Tory if a Catholic is appointed Lieutenant-Governor of New Brunswick, how in the name of all that is logical can he support Sir John Thompson in the premiership of the Dominion, a position certainly more important. There must be a screw loose about Bro. Pitts somewhere. Does he want to be Lieutenant-Governor himself?"

An Absurd Idea.

The Canadian snobocracy have discovered what they regard as a serious blot on the escutcheon of the new Governor-General. It has leaked out that Lord Aberdeen is engaged in fruit-growing in British Columbia, and that he is about to establish a factory on his farm for canning fruit, and, Ottawa society being of a very exclusive character, it is feared that the revolting intelligence may seriously interfere with his lordship's social surroundings. One newspaper which has been sent to me remarks that it will create no great surprise "if Ottawa's select few turn up their noses at Aberdeen because he runs a fruit cannery."—[London Truth.

The Golden Rule.

A letter under the nom de plume, "Charity," which appears in this week's Advocate, and deprecates the want of charity exhibited in some quarters towards Capt. John Russell, in connection with the late fatality on board his steamer, is conceived in a commendable spirit and ought to have a good effect. Everybody feels the deepest sympathy with those who are mourning the deaths of the two promising girls who lost their lives in the catastrophe, and almost everybody, doubtless, agrees with the verdict of the coroner's jury, for that body could not well escape the conviction that Capt. Russell was negligent in allowing his vessel to get so far out of its course. There is, however, a difference between "negligence" and "criminal negligence." The night was a dark one and the ill-arranged wheel-house and its confusing surroundings suggest the idea that even the most careful man might have done the same thing. Something interfered for a brief period with the proper working of the boat's rudder, but not sufficiently long, of course, to account for the whole deviction. Capt. Russell was shown by the testimony to have been at his post in the wheel-house constantly and to have neglected getting his tea in order to remain there, steering the vessel. He was doing his best, according to his capacity and knowledge, and nobody can believe that he wilfully erred in any particular. Such being the case, and notwithstanding the suffering and sorrow brought by the event upon others, it ought to be remembered that Mr. Russell, too, has already suffered in both mind and pocket. None of us are perfect, and no man knows—whatever his carefulness and desire to do his whole duty may be—when misfortune may overtake him. Let us extend to Mr. Russell the same consideration we would have others extend to us were we in his place. The dead cannot be recalled and no sacrifice of any man's liberty or property can heal the sorrows of their relatives, or serve the public interest involved more than it would be served if the severest possible penalties were exacted.

A Tie-up of Miramichi Steamers.

On Tuesday forenoon at 10 o'clock, Collector of Customs Park, at Newcastle, acting, it is understood, under instructions from the marine department at Ottawa, ordered the steamer Nelson, owned by the Miramichi Steam Navigation Company, to discontinue running, on the ground that her captain had no master's certificate. The directors of the company, in the absence of the manager, secured the services of Hans Halvorsen, former master of the Andover, who has a certificate, but a further embargo was placed on the boat because she had not a duly certified mate also, the law requiring that steamers licensed to carry more than 40 passengers shall have both master and mate with certificates of competency. Inspector Coker was telegraphed to at St. John to reduce the Nelson's certificate for passengers from 100 to 40, but he declined, referring the applicants to Ottawa, and on application being made to Ottawa the Department declined to interfere. About the same time the Newcastle ferry steamer and the steamer Rustler, both owned by the Russels, were tied up for the same reason. Capt. Haviland's Chatham ferry steamer was similarly treated in her turn, and, in fact, there was a general tie up of all the Miramichi steamers excepting the St. Andrew, St. George and Mascott, owing to their captains not having master's certificates of competency. We observe that the Sun publishes an absurd statement telegraphed from Chatham to the effect that one of our steamboat owners had practically defied the Collector of Customs and expressed his determination to run his boat in defiance of the authorities. A local paper publishes a similar statement, which, it is needless to say, is absurdly false.

Capt. Alex. Degrace was temporarily transferred from the Miramichi to the Nelson and the veteran Capt. Allen kindly consented to take mate's position yesterday to help the Company out of the strait, so the Nelson resumed her trips yesterday.

The services of Capt. John McLean, of Hardwick, and Capt. Wolfe, late of the schr. Samuel Ober have been also secured by the Company and the Miramichi will also resume her trips down-river to-day.

The action of the Department's representatives here is based principally upon section 11 of Chapter 73 of the Consolidated Statues of Canada relating to "certificates of masters and mates," which reads as follows:—

11. No sailing ship registered in Canada, over one hundred tons registered tonnage, and no steamship so registered shall go from any port or place in Canada on a voyage to any other port or place in Canada, or in Newfoundland, or in the United States of America, or be licensed or allowed to ply on any Canadian water unless the master thereof has obtained from the Minister, and possesses a valid certificate of competency or service as master of a ship trading on inland waters, or on coasting voyages, as the case may be, of the class and description to which such ship belongs,—or a valid certificate of competency or service as master for sea-going ships, from the Minister,—or a valid certificate of competency as master, for foreign-going ships, from the Board of Trade in the United Kingdom,—or a valid certificate of competency as master, granted in any British possession and declared by order of Her Majesty in Council published in the *London Gazette*, under the provisions of "*The Merchant Shipping (Colonial) Act*, 1869," or of any Act of the Parliament of the United Kingdom, containing such provisions, to be of the same force as a certificate of competency, as master for foreign-going ships, granted under the Acts of the Parliament of the United Kingdom relating to merchant shipping; and no ship registered in Canada over two hundred tons registered tonnage, and no steamship so registered and allowed by law to carry more than forty passengers, shall go from any port or place in Canada, on a voyage to any other port or place in Canada, or in Newfoundland, or in the United States of America, unless such ship carries also a mate who has obtained a valid certificate of competency or service as such mate, granted by one of the authorities mentioned in this section.

The casual reader of the foregoing section would infer that it applied only to steamers of 100 tons and upwards, although it was the evident intention of its framers that it should include all steamers. But, although the statute cited is ten years old the present rigid application of the section quoted is about the first general acquaintance with it that has been forced upon our steamboat owners. During the ten years, Miramichi owners have been required by the collector of Chatham—when sending their locally licensed steamers to Nova Scotia or Prince Edward Island ports—to put masters holding certificates nominally in charge until they reached those ports, where our local, uncertificated masters have been informed that they were all right and that the precautions taken were unnecessary. As a matter of cold fact it is only on the Miramichi where the customs officers have been instructed by the Marine Department to so interpret the law as to prevent even ferry and the most infinitessimal of steamers to ply, without being in command of masters holding certificates under our peculiar statutes on the subject.

The attack made from Ottawa upon our steamboat interest and our local freight and passenger traffic has given a considerable impetus to the gas industry, and enquiries as to the capibilities of gas engines are already cabled to London and Liverpool. It is thought that it will be quite feasible to import gas-engines which may be connected with our steamboat cranks and supplied with motive power by the gas-bags, or holders, which are in the business of superseding steam-ferry vessels in Northumberland county, while they may run on inland local waters everywhere else in Canada without Ottawa interference. Vessels with paddles or propellers, having electricity for their motive power are also already the subject of drawings by Miramichi designers. It may be assumed that as these can be run under the law without certificated officers in ferry and other services, just as many steam tugs and other vessels are run in all other New Brunswick ports without their masters being required to have certificates, Chatham, Newcastle, Black Brook, Bridgetown, Millerton, Whitneyville and other Miramichi parties, whose fleet is now laid up by Ottawa orders, may be permitted to carry freight and passengers on vessels propelled by gas and electric engines, just as all other places in Canada—excepting Miramichi—are now allowed to do in the class of vessels prohibited by the newly-enforced conditions on the Miramichi. Practical people are enquiring as to why it is that a pilot—who has no master's certificate, such as the captains of our ferry steamers are now required to obtain under the ten-year old law—is allowed to bring an ocean steamer into the Miramichi, from the straits where her certificated master would run her ashore and jeopardise the lives of all on board, and yet—under the new orders from Ottawa—be subject to $100 fine for running either the Chatham or Newcastle ferry boat across the river. These seeming mysteries and inconsistencies are, however, wisdom at Ottawa, and they demonstrate that official acts dictated from that quarter, like official utterances on board of Her Majesty's ship Pinafore are always unanswerable.

The Lords and the Liberals.

The manifesto of the National Federation of English Liberals against the House of Lords has a business-like ring. There can be no doubt at all that the time is near when the English democracy will close in with the privileged class and the latter will have to be able to show good reason for its existence. The House of Lords, composed as it is of an hereditary and ecclesiastical peerage, is unlike any other upper branch of a Legislature in existence in any free country to-day. A few months ago the London *Star* summed up some of the charges against them in this manner:

In 1810 they refused to allow the law which inflicted the death penalty for stealing goods valued at five shillings to be abolished. As property owners their humane decision was intelligible and consistent. After displaying their affections for Ireland by disfranchising small freeholders in 1829 and opposing land drainage in that country in 1830, they did nothing very remarkable until Oct. 7, 1831, when they rejected the badly-needed Reform Bill to the intense indignation of the whole nation. In fact, they raised such a storm by their action that their own existence was in more serious jeopardy than it ever was before or since, excepting of course the little climax they will have to face by-and-by. Bristol was set on fire by the irate and maddened populace, Nottingham Castle burnt to the ground, most of the large towns were in a state of open riot, and the whole country on the verge of revolution. Of course, the Lords had to pass the bill eventually, as they will have to pass any measure the nation really wants. In 1832 these enlightened aristocrats refused to allow dissenters to avail themselves of the educational facilities afforded by the universities, thereby affording evidence of a bigoted intolerance they have consistently displayed ever since. They fiercely opposed and prevented national education in Ireland, and seven times rejected the Common Bill giving Jews their civil and political rights. Between 1835 and 1839 they rejected three times the Tithes Abatement bill, refused to allow Nonconformist ministers to perform the marriage ceremony or to officiate in workhouses for the benefit of the dissenting inmates, declined to allow mothers custody of children during separation, although caused by fault of father, and finally showed their unabated zeal for the protection of property by endorsing the death penalty for stealing a sheep! Later on they rejected the National Education Bill, opposed the repeal of the penal laws in Ireland, which laws made it a crime for a Roman Catholic to teach a child to read, to be absent from Protestant services, or to own a horse worth more than £5. In 1858 they refused to abolish church rates, and in 1860, when Mr. Gladstone attempted to confer the incalculable benefits of a cheap press on the people by taking an enormous tax off paper, the Lords threw the bill out. As late as 1883 they refused the franchise to two millions of country householders, but, with that foxy wisdom they always display in an emergency, they rapidly reconsidered their decision when they saw that the people meant business.

The Congress of Religions.

THE "HEATHEN" HAVE THE FLOOR!

The adherents of a narrow christianity, to whom it seems impossible to raise the teachings of Christ to the important place in which they enshrine the dogmas of their own creation, must have had their minds turned into a new channel of thought in Chicago on Thursday last. According to a press despatch, Dharmapala, the Buddhist priest and scholar from Calcutta, had the floor in the congress of religions. Arrayed in robes of spotless white, which seemed all the whiter by reason of his swarthy countenance and wealth of jet black hair, with arm and index finger extended and every muscle of his body quivering with excitement, he stood upon the edge of the platform and hurled defiance at the great audience before him by exclaiming, "How dare you judge us?" A volley of cheers was the response.

The Buddhist had been introduced after an address of remarkable liberality by the Rev. Dr. E. L. Rexford, of Boston. He expressed his gratification that an opportunity had been afforded him of crossing the water to participate in the Parliament, and said that it mattered little what a man's dogma or what his theology if he was only sincere and true to the light within him. Then, surveying the audience, he suddenly demanded:—

"How many of you have read the life of Buddha?"

Five hands, four of them belonging to women were timidly held up.

"Five only," said the Buddhist, with a tone and look of disdain. "Four hundred and seventy-five millions of people accept our religion of love and hope. You call yourself a nation, a great nation, and yet you do not know the history of the great teacher. How dare you judge us?" and the audience cheered again and again.

"You complain that you do not make converts among us," he continued. "You preach a God of love, but in your actions you are selfish. You make of an ignorant or an unsophisticated man a perfect hypocrite. You have used the story of a life-crushing bloody Juggernaut to secure the means to save alleged heathens. Juggernaut has been popularized by Christian missionaries, and yet a committee composed of eminent Englishmen has declared that the Christian idea of Juggernaut was a myth, that death and blood were repulsive to our people.

"This Christian story has been exploded. It has gone into oblivion." And so the Orientalist went on, scoring his hearers and defending his own creed. He asked how many had read the life of Mohammed, the prophet of Arabia, and when four hands went up he asked why they should denounce Mohammedanism when they knew nothing of it or its founder. And with every sentence he carried his audience with him.

"CHRISTIAN" WORK IN JAPAN.

"Shame! shame!" cried 300 voices.

Four thousand men and women were on their feet. The great hall of Columbus shook. At the centre of the platform stood a slender and delicate-looking Japanese priest. His voice trembled with the fervor of his feeling, and the strange robes of his office were forgotten in the eloquence of his utterances. He was speaking of "The Real Attitude of Japan Towards Christianity."

"Christianity was widely spread in Japan," he said, "when in 1837 the Christian missionaries combined with their converts, causing a tragic and bloody rebellion against the country. It was understood at the time that these missionaries intended to subjugate Japan to their own country.

"It was this which caused the prohibition of Christianity in Japan. Christianity had brought riot, bloodshed and rebellion in its train. Verily, it had brought instead of peace a sword. The government was forced to drive out the missionaries in self-defence."

It was then that the audience of 4,000 men and women, most of them Christians, rose to their feet and cried 'Shame! shame!" upon the missionaries they themselves had sent out.

"I was the first, and confess it proudly," went on the fearless Japanese, "to organize a society in Japan against Christianity, but it was not against real Christianity. It was against the injustice we had received from the people of Christendom. Today we, the 40,000,000 people of Japan, stand still firmly upon the basis of international justice and await further manifestation of the morality of Christianity."

It was like a voice out of darkness, a cry of oppression from a strange land. It came to the thousands of Christians who listened as a thunder blast and when the Shinto priest had finished the people rose again to their feet and gave three mighty cheers.

TEMPLES AND PRIESTS THE CREATORS OF RELIGION.

The Rev. Dr. Lyman Abbott was another of the leading speakers of the day, taking for his topic, "Religion Essentially a Characteristic of Humanity." He spoke in his usually eloquent strain. Temples and priests, he said, were the creators of religion. They had made it. Christ came not to create religion, but to develop that which was already in existence. Science was the thought of man trying to find the reality that lay behind the mysteries of nature. All life was a search after the infinite. Agnostics might call out to them to stop, but they had to go on because they could not help it. The blemishes and blurs of human handiwork were upon Christianity, but it was not Christianity concerning which they desired to tell their brothers from across the sea, but Christ.

CARDINAL GIBBONS' ADDRESS.

Interest centred largely upon the paper prepared by His Eminence, Cardinal Gibbons, upon the "Needs of Humanity Supplied by the Catholic Religion." It had been expected that the Cardinal would present the paper in person, but owing to his ill health it was read by Bishop Keane, of the Catholic University at Washington.

The Cardinal said in part:—

"The Gospel of Christ, as pronounced by the Catholic Church, has brought not only light to the intellect but comfort also to the heart. It has given us that "peace of God which passeth all understanding," the peace which springs from the conscious possession of truth. It has taught us how to enjoy that triple peace which constitutes true happiness as far as it is attainable in this life—peace with God by the observance of His commandments, peace with our neighbor by the exercise of charity and justice toward him, and peace with ourselves by repressing our inordinate appetites and keeping our passions subject to the law of reason, and our reason illumined and controlled by the law of God.

"All other religious systems prior to the advent of Christ were national like Judaism or State religions like paganism. The Catholic religion alone is world wide and cosmopolitan, embracing all races and nations and peoples and tongues.

WHAT THE CHURCH HAS DONE.

Let us briefly review what the Catholic Church has done for the elevation and betterment of society.

The Catholic church has purified society in the very fountain, which is the marriage bond. She has invariably proclaimed the unity and sanctity and indissolubility of the marriage tie by saying with the Founder that "what God hath joined together let no man put assunder."

The Catholic religion has proclaimed the sanctity of human life as soon as the body is animated by the vital spark. Infanticide was a dark stain on pagan civilization.

There is no place of human misery for which the Church does not provide some remedy or alleviation.

As the Church provides homes for those yet on the threshold of life so, too, does she secure retreats for those on the threshold of death.

The Catholic religion labors not only to assuage the physical distempers of humanity, but also to reclaim the victims of moral disease.

The Christian religion has been the unvarying friend and advocate of the bondman.

The Saviour of mankind never conferred a greater temporal boon on mankind than by ennobling and sanctifying manual labor and by rescuing it from the stigma of degradation which had been branded upon it.

News and Notes.

The sealer Triumph has arrived at Victoria, B. C., from Copper Island, with 2,399 sealskins.

The Portuguese authorities have declared New York, London and Liverpool to be ports suspected of cholera infection.

Immense timber fires are raging in various portions of the Black Hills, South Dakota. Several mining towns are threatened.

Prof. Charles A. Briggs of New York says there is no truth whatever in the report that he contemplates seceding from the Presbyterian church.

A gas well has been struck on the Ross farm, in Cass Township, which is good for 50,000,000 cubic feet per day, making it the largest well ever struck in the world.

Russell McLean, aged twenty, son of James McLean of Picton, N. S., was drowned while bathing in the Northwest Arm at Halifax last Wednesday evening. McLean was a good swimmer.

A Chicago despatch says that the World's Fair enterprise is still over $12,000,000 in debt, but the additional receipts from increased attendance will probably reduce this somewhat.

The counts of the heresy libel against Rev. Prof. Campbell have been adopted by the Montreal Presbytery. The accused has been suspended from his professorship pending an appeal to the Synod of Montreal and Ottawa.

A pension attorney in Pittsburg, Pa., it has been discovered, has been urging old soldiers to organize and assassinate President Cleveland and Secretary Smith of the Department of the Interior. The matter is being investigated by Washington authorities.

The Manitoba school case is the first on the list of the next supreme court session. At one time it seemed doubtful whether the case would be gone on with next term, as the chief justice is not in good health and applied for leave of absence. He had decided, however, to hear the case and then take a rest for six months. The chief's departure from Ottawa will involve the appointment of a successor to Judge Patterson without delay. Otherwise there will be no quorum to hear the general cases.

FOR INDEPENDENCE.

MONTREAL, Sept. 1.—The Central Trades and Labor council upon the future of Canada voted upon the four propositions as follows:—Independence, 48; colonial status, 7; annexation, 5; Imperial federation, 0.

QUEEN VICTORIA MAKES A SHORT SPEECH

LONDON, Sept. 14.—Queen Victoria Monday laid the foundation stone of a new church which is to be erected at Crathie, the parish in which Balmoral is situated. During the ceremonies the Queen made a brief speech, in which she referred to her warm attachment to the Church of Scotland, which, she said, so largely represented the feeling of the people of the country.

IT WILL BE A BIG RACE!

NEW YORK, September 11.—Norman L. Munro, who owns the steam-yacht Norwood, does not propose that his little flyer shall take backwater from anything afloat. Lately, McBride Bros., of Philadelphia, owners of the steam-yacht Yankee Doodle, have been flapping their wings and crowing challenges. Mr. Munro writes to the World that he will accept the McBride Bros.' challenge on their own terms. He will race the Norwood against the Yankee Doodle fifty miles on the Hudson River for $20,000 a side.

The Norwood has made extraordinarily fast records. She raced down the bay against the fast Sandy Hook steamer Monmouth. She beat the Monmouth very easily, making the trip from the Narrows to Sandy Hook, fourteen miles, in thirty-two minutes; that is at the rate of twenty-four and one-quarter miles an hour. Mr. Munro issues a statement, authenticated by four persons who were on his yacht, that the Norwood showed him a mile over a rowing course in 1m. 48s.

The Yankee Doodle was formerly known as the Buzz. She had a record, it is stated, of a mile in a minute and a half, and it is claimed that she can steam twenty-six or twenty-seven knots an hour. At any rate, she is fast enough to make her a dangerous rival of any of the yachts built for speed alone.

The Liberal Manifesto Against the House of Lords.

LONDON, Sept. 13.—The circular issued today by the National Liberal Federation is virtually an important Ministerial manifesto. The federation has sent to every federated association in the United Kingdom a copy of the manifesto, the substance of which is here given:—"The rejection of the home rule bill by the House of Lords not only marks another stage in the history of the Irish question, but has bearings so important to our system of parliamentary government as to call for very careful consideration. For seven years the Irish home rule question has been subject to discussion in the constituencies more full, thorough and sustained than had ever before been given to any political proposal. In July, 1892, Mr. Gladstone came in power with a clear mandate to deal with the subject."

The circular here briefly summarizes the course of the bill in the House of Commons and the House of Lords and then continues:—"The seven years' discussion by the country, the 82 days consideration by the House of Commons and the definitely ascertained wishes of over 2,000,000 of electors are all to count as nothing when opposed to the views of some 400 Conservative peers, representing themselves alone, and for the most part assembled merely by virtue of being the sons of their fathers. A little more than a year ago a coercion Ministry appealed to the country and was decisively ejected from office; yet Lord Salisbury and his colleagues to-day override the verdict pronounced at the polls, and arrogate to themselves paramount authority in the State. The play of various portions of our constitution which Lord Salisbury has set in motion, and the permanent Tory majority in the House of Lords is pitted against the popularly elected majority in the House of Commons. Addressing the members of the National Liberal Federation at the great Newcastle meeting, held two years ago, Mr. Gladstone said:—If Lord Salisbury's threats are carried out, the House of Lords will raise up a question which will take precedence of every other question, because upon that question alone will depend whether the country is or is not self-governing, or whether, on the contrary, there is a power not upon nor behind the throne, but between the throne and the people, that will stop altogether the action of the constitutional machine.' That issue is now raised, and the question of mending or ending the House of Lords, which held a subordinate place in the Newcastle programme, may before long, as Mr. Gladstone forecasted, displace for a while all other subjects of reform and cry aloud for vigorous and unflinching treatment. If the House of Lords is faithful to its traditions and practices it will capitulate. If it is not, we of the Liberal party will enter on a fight, of the result of which we shall not be afraid. For the present we entirely reject the peers' pretensions to the right to force the dissolution of Parliament, and look with confidence to the Government to go forward with those reforms for which the country waits. The ingrained dislike of the Upper House to all progressions had been exhibited this year before the rejection of the home rule bill. How far its members will continue to flout the popular will remains to be seen. To all-time Liberals the political situation is full of encouragement. The home rule bill has passed the House of Commons and has been rejected by the House of Lords. The bill is doubly certain to become law. The Ministry is strong, its supporters loyal and our programme is sound. Our opponents have played their last stake. If we proceed with courage and determination, not only will the Irish question be settled, but a real era of reform will be entered upon."

The importance of the manifesto is emphasized by the fact that the National Liberal Federation has always been in the closest touch with Mr. Gladstone, who, though his name does not appear in connection with the issuance of the circular, was doubtless aware of its contents before it was issued. All the newspapers publish comments on the manifesto, printing their articles in prominent places. The Tory organs treat the circular contemptuously and pretend to attach no importance to it. The Star (Radical) publishes its comments under the caption. "The Bugle Note." In the course of its article it says that "the democracy has been longing to come to close quarters with the tyrants whom they have tolerated so long." In this sentence is condensed the Radical opinion of the whole country.

About our Lumber Lands.

A Bangor despatch of 12th to the Boston Herald says:—"It is evident that the lumbermen of Maine and New Brunswick feel confident that a radical change in, if not an entire removal of, the import duties on lumber shipped from Canada to the United States will be made before long.

"At an auction sale of government timber lands in New Brunswick held at Fredericton last week, there was a large attendance of lumbermen from Maine and the Maritime Provinces, and bidding was lively.

"The Maine timber land magnates had sent an agent from Bangor to attend the sale, with instructions to bid in everything that could be had at prices approximating those of last year; but the agent found that the Canadians were full of confidence in the future, and not disposed to let Americans scoop any great bargains in New Brunswick lumber lands.

"Lots one mile square, which sold last year at $200, brought $250 easily, and the bulk of the stumpage offered was quickly snapped up by Canadians at the advanced price.

"The Bangor agent bought little or nothing, and came home full of faith in the ultimate coming of free trade, in lumber at least.

"Bangor lumbermen say that they would welcome free trade, for the reason that, while it might make business dull on the Penobscot for a year or two, it would have the effect of so reducing the price of stumpage in Maine as to leave some profit to the operator. At present, they claim, the only people who are making money out of lumber are the owners of the lands, who are Bangor's richest men, and peddle out permits to cut timber at so many dollars per 1,000 feet.

"They bought their lands at absurdly low prices. In fact, the public domain was conveyed to capitalists in large blocks at a few cents per acre.

"The price for the privilege of cutting the logs is now so high that, in the present state of the lumber market, the operator can scarcely make both ends meet. For this reason many mills on the Penobscot are now shut down.

"Bangor operators and millmen say that, even if the tariff on manufactured lumber be abolished, they could, with their superior machinery, better methods and closer proximity to the great markets, successfully compete with provincial manufacturers if only the price of stumpage could be reduced to a reasonable figure."

The telegrapher is a little off regarding prices. One mile lots did not "easily" bring $250. We understand that certain Maine operators, who overrated themselves and underrated the New Brunswickers, imagined they could come to Fredericton and buy about what they pleased, but when they saw that our men had nothing to learn from them—that they thoroughly understood their business and had the purses to back it with, these outsiders went home less conceited but much wiser than when they came.

Canada's New Viceroy.

QUEBEC, 17th Sept.

The new governor general of Canada, the earl of Aberdeen, and Lady Aberdeen arrived at Quebec yesterday, having come over in the mail steamship Sardinian. The party consists of the earl and countess, Lord Haddow (their eldest son a lad of 14) Lady Marjorie Gordon (who is 13 years old) and the Honorable Archie Gordon (who is ten years old). In the party are: Mr. A. J. L. Gordon, C. M. G., Mrs. Gordon and Master Gordon, Capt. Urquhart and Capt. Kindersley, Mr. Erskine, Miss Wilson, Miss Watterman, Rev. James Brebner, Dr. Shirees, Mr. W. S. Hewett, Mrs. Hewett and three children besides a number of servants in attendance upon their excellencies and suite.

The Sardinian left Liverpool on the 7th inst. and made a good passage across the Atlantic reaching Rimouski at 2 p. m. on Saturday. Before the departure of the earl of Aberdeen he was entertained to a public dinner by the mayor of Liverpool, who is the first Liberal who has been elected mayor of that city for more than a quarter of a century. Their excellencies got an excellent send off from Liverpool where the earl of Aberdeen is very popular.

The Earl of Aberdeen is a nephew of the Hon. Arthur Hamilton Gordon, who was governor of this province from 1863 until after confederation and who has recently been raised to the peerage. The earl, who was born 1847 succeeded to the title by the death of his brother in 1870. He has always taken a great interest in works of philantrophy. He was lord lieutenant of Ireland in 1886, and his leave taking after the fall of the Gladstone cabinet is said to have been such as never before witnessed in Dublin since the departure of Lord Fitzwilliam in 1795.

As an instance of Lord Aberdeen's generosity and freedom from narrowness it may be mentioned that he contributed £1,000 towards General Booth's scheme for alleviating distress in London.

Lady Aberdeen, who was married in 1877, is a daughter of the first Lord Tweedmouth. She is an active worker in many fields of philantrophy and is a fitting helpmate for his excellency on such fields of usefulness. A work from her pen entitled, Through Canada with a Kodak, has recently been published and exhibits the amiable authoress in an amiable light.

QUEBEC, Sept. 17—Steamship Sardinian, with Earl and Lady Aberdeen on board, arrived at 2 a. m. The vice regal party were landed at 9 o'clock and were met by dominion and provincial ministers, Mayor Fremont and others. They were attended by the Queen's Own Hussars to the citadel where they will reside while here. The day was gloomy and there was no formal reception. The swearing in of the earl as governor general will take place at 11 o'clock Monday morning at the council chamber.

QUEBEC, Sept. 18:—His Excellency the Earl of Aberdeen was installed as Governor General of Canada to-day by Chief Justice Strong. The ceremony took place in the Legislative Council Chamber, which was crowded with the elite of Quebec society.

The ministers present were Sir John Thompson, Sir Adolphe Caron, Sir Hibbert Tupper, Hon. Messrs. Angers, Haggart, Costigan, Ouimet and also the premier and members of the Local House.

After the oath of office had been administered His Excellency and Lady Aberdeen were introduced to most of those present. The cavalry formed a guard of honor.

The American Yacht Wins.

LONDON, Sept 14.—The regatta committee of the Royal Yacht squadron, to which was referred the protest of Mr. Royal Phelps Carroll, of the yacht Navahoe, against the decision of the judges awarding the Brenton's Reef cup to the Prince of Wales' yacht Britannia, declaring her the victor in Wednesday's race by 2½ seconds, decided today that the Navahoe had won the cup.

The dispute has had no effect upon the cordial relations between Mr. Carroll and the Royal Yacht squadron. As soon as the the decision of the committee was made known the Navahoe, which is lying at anchor in the Cowes roads, hoisted the winning flag. Yesterday the Britannia flew the emblem all day. The question of the winner of the Brenton's Reel cup having been decided the race for the Cape May cup, which it had been announced would not be sailed until next week, will take place to-morrow. The Navahoe and Britannia are putting the final touches to their preparations for their next contest. The course will be the same as that sailed over for the Brenton's Reef cup, that is, from the Needles, the western extremity of the Isle of Wight, to and around the breakwater at Cherbourg, France, and return, a distance of about 120 miles. It has been decided by the regatta committee that they shall start at 7 o'clock.

LATER: The Britannia easily won the Cape May cup.

Of the 120 mile race between the Navahoe and Britannia for the Brenton's Reef cup Mr. Henry Horn, an eminent English authority, writes to the Boston *Herald*:

The match proved a great one, and the Navahoe made a splendid showing from start to finish. It was a regular up and up sea fight all the distance of 120 miles, and for closeness it has never been equal