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10	do	1000	10,000
20	do	500	10,000
100	do	200	20,000
300	do	100	30,000
500	do	50	25,000
1000	do	25	25,000
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Miramichi Advance.

CHATHAM, - - - SEPTEMBER 11, 1884.

Railway Matters.

The *Advocate* of yesterday stated that "public excitement is running pretty high just now with reference to the intended Branch line of Railway from Derby Siding to Indiantown, the result of rank and unwarrantable misrepresentation, the work either of those who are connected with the construction of the Northern & Western Railway, or those who sympathise with them."

If the excitement does not exceed the misrepresentation referred to, it is all in the *Advocate's* "mind," or confined to the few gentlemen interested in the Branch and whose normal condition is one of that nervous perturbation and mental ebullition peculiar to persons of sanguine temperament and unreasonable ambitions. The cause of the alleged excitement is, according to the *Advocate*, the recent references of the Ottawa *Free Press* and Toronto *Globe* to Railway matters here. These references and statements are alleged by our excited shiretown neighbor, to be "groundless and malicious" and that paper further says,—

"These statements show to what extent party writers can go in the attempt to assist their friends. If there is a useless piece of railway it is that which runs parallel with the Branch—that section of the Northern & Western railway which starts at Chatham Junction and which traverses miles of bog and wilderness lands for the benefit of gentlemen who are interested in what is expected to be a *through line*, one which will enter into close competition with the Intercolonial Railway for the extensive fish trade of the Northern counties. Are not these facts well known to the public? We challenge the writer in the *Free Press*, the Toronto *Globe* and other papers to show truthfully that the Northern & Western Railway in the distance running parallel with the so-called useless Branch does not traverse an unsettled section of country, and through lands which to a very great extent are unfit for settlement.

To settle the matter of distance between the proposed Branch and the *Advocate's* "useless N. and W. Railway," it may be well to state the following facts. The distance along the Intercolonial track from the junction of the Valley Line to that of the proposed Branch is less than 2½ miles. By the shortest line from the Valley Junction to the proposed Branch the distance is less than two miles. At a point on the Valley Line 2¼ miles from the Junction the distance to the proposed Branch is just a mile; at a point opposite Miller's Bark Extract Factory it is about 800 yards; at Cushman's it is 600 yards; at Crocker's Brook it is 600 yards; at Bryenton's it is 600 yards. Thus, for the first 3¾ miles the proposed Branch will run from 2½ miles to 1 mile from the Valley Line; for the next six miles it will run at from one third of a mile to a mile therefrom, leaving less than 3¾ miles of the upper end to be from one to 2½ miles distant These figures are taken from the actual survey of both sides of the river made by Mr. Maxwell, C. E., Government Engineer, and they show that the average distance apart of the two lines is less than a mile. The *Globe* and *Free Press* are, therefore, substantially and actually correct.

The *Advocate's* statement that the Valley Line traverses "bog and wilderness" is but a parrot-like repetition of a portion of one of Mr. Park's anti-railway speeches. For the first two miles after leaving the Junction it passes through uncleared land one half of which, perhaps, is not good, while there may be 400 yards of bog, but from the two mile station as far up as within two or three miles of a point opposite Indiantown, the land is fully equal to that on the other side of the river. It is not bog but a succession of farms, pasture or wooded land of cultivable character, at least equal to and as fully settled as that along the proposed Branch. There is, it is true, no village, as at Millerton, but farms lie along the entire route to Doyle's Brook and any statement to the contrary may not be "malicious," but it is, certainly, silly and untrue.

It is not the first time we have observed the efforts made by the *Advocate* and its friends to give prominence to the idea that the Valley Railway will be a competitor of the I. C. R. for our fish trade, but even if it were to take that business to a considerable extent does the *Advocate* mean to say it should be discouraged and only a branch line to Indiantown constructed? Was that the policy of the Government when it provided aid to the extent of hundreds of thousands for the proposed International Short Line, or of Mr. Mitchell when he asked for a subsidy for the whole line to Fredericton? Besides, was not the whole argument in favor of this branch line based on the idea that it was to be the eastern end of the Valley Railway? Moreover, is the *Advocate* incapable of realising the fact that a very large and new trade will be brought to the I. C. R. by the Valley Railway, which will fully compensate for the prospective loss of fish trade which so grieves our green-eyed contemporary?

The *Advocate's* reference to the Branch as a distributor of lumber supplies would be amusing were it not for its glaring untruthfulness. Every lumberman on the Southwest knows that the first available distributing point for such supplies is the mouth of Bartholemew's River, which is nearer the lumbering grounds of the Renous and its branches then Indiantown, and will be made a still more important station in that respect when the proposed bridge over the Renous at the mouth of Dungarvon is constructed. As the proposed Branch line will not run as far up the Southwest as the mouth of Renous, and the Renous is the first lumbering river on the north side, the character of the *Advocate's* lumber supply arguments will be readily understood. As for either the Branch or N. & W. Road carrying the lumber supplies of the Northwest, it is so absurd a proposition as not to require an answer.

The Work of the Dredge.

The Dominion Dredge, *Canada*, Capt. Thomson, has about finished her work on the "Outer Lump" of the Miramichi Bar. Pilot Angus McEachern reports that the dredging has been done to a depth of 24 feet at high water spring tides and that 21 feet can be carried at an ordinary low tide. The breadth of the dredging is 190 feet.

The Dredge has also been at work on the Grand Downs during the season when it was too rough to carry on operations outside. Two cuts of 420 ft. and 390 ft. each have, so far, been made, to a width of 114 feet. The total width required will be about 200 feet and the total length about a mile. The depth where the cutting has been done has been made 20 feet and over at low tide. For the remainder of the season and during next year much greater progress will be made as the Dredge will not be obliged to shift on account of rough weather. The Government is doing good work on the Miramichi, or, at least, will have done a good work when it is completed.

The Indiantown Branch.

J. B. Snowball, Esq., of Chatham, has been notified by the Department of Railways that his tender for the construction of the proposed Indiantown Branch is the lowest and has been accepted. He is to proceed to Ottawa, leaving Chatham to-night, to close the matter. Mr. S. is to be congratulated on securing the proposed work. He has, we believe, been of those who did not believe in the policy of building the proposed Branch, but being an experienced railway man be decided that if the work was to go on it could be done to better advantage by him than others who had not his excellent facilities for such undertakings.

Imported Representatives.

A St. Mary's, Kent County, correspondent of the *Transcript* says,—

"There are a good many complaints in this section concerning the conduct of our member for Ottawa, Mr. P. A. Landry, who treats the people of Kent Co. in a manner that is actually contemptible. When he was canvassing in St. Mary's, he told the people that he would call often to see them, but after being elected he forgot all about us and spends his time lecturing on temperance in Westmorland, where he is not wanted; and instead of being in Kent with his constituents, he is all the time attending some convention or "ginger tea party." If Mr. Geo. V. McInerney had been elected to represent us, he could be found once in a while in his office in his own county, without the electors having to toddle into some neighboring county to see him. However, Peter A. Landry was their choice, and they will have to submit to his insolence till he plays himself out in Kent Co., the same as he did in Westmorland Co."

Mr. Landry has thought it worth while, also, to intrude himself into the affairs of Northumberland County in a manner second only in offensiveness and detriment to our interests, to that of Mr. Mitchell. These two non-resident representatives of Northern constituencies are giving the people who were foolish enough to trust them a lesson which they will not easily forget. Having no interest in the people who sent them to Parliament beyond making of them a stepping stone to position, it is not to be expected that they should either understand or care to learn what is best for them. The most humiliating thought in connection with the subject is that both Kent and Northumbland's electors, by choosing such outsiders, seem to say, thereby, that they have no men of their own fit for the position. Such is the effect of political charlatanism upon our constituencies.

The British Empire.

Sir Richard Temple, Baronet, G. S.S.I., C. I. E., D. C. L., L. L. D., F. R. G. S., President of the Economic Science and Statistics Section of the British Association, in his opening address at the meeting of that section of the Association at Montreal, gave statistics of the British Empire, the collation and presentation of which, as he truly said, must be regarded as essential to political and economic knowledge. Owing to the variety of sources from which the facts have to be drawn for an empire that is spread over the world, and owing to the magnitude of the figures which have to be produced, it was, he said, frequently necessary to state the totals approximately and in round numbers. Again, owing to the largeness of the subject and the limitation of space, it would be impossible to do more than state the principal facts in the form of an abstract.

The statistics were grouped under the following headings:—

I. The area consisting of widely extended regions.

II. The inhabitants of these many lands.

III. The works of man as they are displayed in this vast theatre of action.

First, then, the area of the British Empire may be set down at 8,650,000, or more than 8½ millions of square miles. This area includes the countries which are directly recognised as the component parts of the empire in Europe, in the East and West Indies, in Australia, in North America, in South Africa, and the possessions scattered among nearly all the regions in the world. Out of this total there are only 120,000 square miles in the United Kingdom. Then there are 1½ millions of square miles in India, and the remainder, or 7 millions, belong to the Colonies, and to the scattered possessions.

But there are other regions which, though not belonging to the empire, have yet fallen, or are falling under its political control more or less, such as Egypt, including a part of the Egyptian Soudan, some districts in Southern Arabia, a part of Borneo, Zululand, the Transvaal, Afghanistan, and Beluchistan. The area of these additional regions may be set down approximately at 1,103,000, or about one million of square miles, and this figure is probably somewhat below the reality. Thus the total area, directly or indirectly under the authority of the British Empire, may be taken at nearly 10 millions of square miles, or about one-fifth of the 50 millions of square miles composing the habitable globe.

The dimensions of this imperial area have been ascertained by professional surveys; of which the progress has kept pace with the expansion of the empire. Out of the grand total not less than 2½ millions of square miles have been topographically surveyed, and of this nearly all has been surveyed minutely field by field. This cadastral survey, presenting the details of every field for a vast area, is to be reckoned among the largest operations ever known in the annals of administration. The remainder has been (for the most part) either partially surveyed or partially explored. A small portion, however, remains but imperfectly explored, or else almost unexplored.

As might be expected in an empire whereof the real basis of power is maritime, the coast line is of an extraordinary length, to be measured by about 28,500 miles, with 48 large harbors; for the whole of this length marine surveys have been prepared.

In an empire which lies on both sides of the Equator, and is scattered over both hemispheres, there are varieties of climate touching the extremes of heat and cold. Of the whole about one-sixth is within the tropics, one-third in the antipodes, one-third in North America, and the remaining one-sixth in the temperate zone of Europe and Asia.

But greatness does not depend on area alone, and there is a vast range in the scale of value for lands. For instance, it has been computed that the average letting value of land in the interior of England is several hundred times as great as that in the interior of Siberia. So in the British Empire there are wide tracts, which may be important politically and prospectively, but of which the value cannot be measured by a statistical test. Out of the 10 millions of square miles, hardly one-fifth is cultivated or occupied in the widest use of the term occupation. The area, however, which is capable of being brought under cultivation, and of sustaining the future increase of population, must be regarded as enormous. It is chiefly in Australia and Canada, in which two divisions it may be reckoned at upwards of two millions of square miles, enough at the lowest computation to support 200 millions of souls. Even in India, which is popularly, though not quite correctly, supposed to be thickly populated, the cultivable waste is not less than a quarter of a million of square miles. Then there is a residue which is uncultivable waste, and of which the dimensions cannot be precisely measured. It consists of mountains and forests, with some desert, in the heart of Australia. These mountains are among the greatest ranges in the world. The forests are very extensive, and their extent cannot be precisely stated. They are infinitely various both in respect of value and condition; some being poor or half destroyed, others being rich and well preserved. But there are in the empire about 100,000 square miles of forests which are being formally and professionally preserved to become a mighty source of national wealth.

In the second place, respecting the inhabitants, the total population amounts to 305 millions of souls in those regions which are included directly in the empire. If the countries already mentioned as more or less under political control were to be included, then about 10 millions more would have to be added, bringing up the total to 315 millions.

This mass of humanity is composed of many diverse nationalities, among whom the primary distinction is that of race. There are 45 millions of the fair races; among these about 39 millions are Anglo-Saxons, including German colonists. Three and a half millions are Celtic (mainly Irish), 1½ millions are French-Canadians, half a million are Dutch in South Africa; and there are a certain number belonging to other nationalities, Scandinavians, Swiss, Greeks; but there are few from the Latin race in the South of Europe, and hardly any Russians.

Again, of the 315 millions, ethnically there are 45 millions of the fair or Caucasian race, 254 of the Aryan, and five of the Mongolian, the remainder belonging to aboriginal races.

A cardinal distinction between the several nationalities is that of religion Christianity, the religion of the dominant race, is professed by somewhat more than the 45 millions of the fair races above mentioned, but the total can hardly exceed 46 millions out of the 315 millions, that is, one-seventh of the whole. The religion which includes the largest number is Hinduism. There are 188 millions of Hindus, and it may indeed be said that the whole Hindu race is subject to the British crown. The Hindus then form more than a half of the total population in the empire. Under the generic name of Hindu, however, there are counted many thousands of Brahmos, who are really Theists, and there are 3 millions of Sikhs and Jains, closely connected with Hinduism.

Then there are 50 millions of Muhammadans under the British crown in India, and there are 10 millions more in the Muhammadan countries connected with the British Empire; in all 60 millions. This number exceeds the number of the Muhammadans belonging to any of the Muhammadan States, such as Turkey, or Persia, and in fact comprise half the Muhammadan world.

The number of Buddhists is not considerable, amounting to about 7,000,000, chiefly in Burmah and Ceylon, with some Chinese in Australia and other divisions of the empire. Then there is a small remainder, about 7,000,000, consisting of Pagans chiefly, the Aborigines of the East Indies, including also the North American Indians, the Australasian natives, and the African tribes of the Cape.

In the United Kingdom the proportion of urban to rural population is large, being more than one-half already, and likely to increase to two-thirds. In England especially, the majority of the people dwell in towns. At present a similar tendency is observable in Australia, where the people are mainly urban. But in the rest of the empire the mass of the population is rural, a certain percentage only being urban. In India, especially, it is to be remarked that nine-tenths of the people are in villages, leaving one-tenth only for the towns.

If the total population were spread over the total area of the empire, the average would amount to only 33 persons to the square mile, which suggests a wonderful sparseness of population in a wealthy and prosperous empire. The sparseness arises from the inclusion in the empire of tracts, either uninhabited or but slightly inhabited, such as the Himalayas, the frigid regions in the north of Canada, a part of the Rocky Mountains, and the arid desert in the heart of Australia. Indeed, it were almost idle to reckon the average of the population in the total area in the Dominion of Canada, or in Australia. Even in India the general average amounts to only 184 to the square mile, nevertheless India contains some of the most densely populated districts in the world. In some Indian provinces a population to be counted by tens of millions, average from 300 to 400 the square mile, and in some Indian districts, with a population to be counted by some millions, the average rises to 800, even to 900 on the square mile. As is well known, England (as separate from Wales, Scotland, and Ireland,) is the only part of the empire which is densely peopled throughout, its average per square mile, 485 souls, being almost exactly the same as that of Belgium, the most densely peopled part of the Continent of Europe.

Heretofore under the first two headings we may have wondered at the smallness of the proportion which the United Kingdom bears to the empire in respect of area and population. Under the next or third heading we shall be constrained to admire the largeness of the proportion which the United Kingdom bears to the empire in respect of wealth, commerce and resources. The third and last heading then relates to the works of man, his riches and power, his industrial and commercial operations.

One among the primary tests of national resources is the public revenue.

The annual revenue and receipts collected in the British empire for the general government or administration amounts to 203,000,000 sterling annually. Of this mighty sum, 89,000,000 pertain to the United Kingdom, 74,000,000 to India, and 40,000,000 to the Colonies and the Dependencies. This includes British territories only, and not the Native States of India, nor the countries politically connected with the empire. If that could be added, however, the addition would not be very material to so great a total as that above shown.

The revenue which is raised indirectly from the consumer is less felt than what is levied directly from the tax-payer. It may therefore be well to observe that of the 203,000,000 not more than one-fourth or 50,000,000) is obtained from direct taxation, land tax, property tax, and the like, the remainder being obtained from customs, excise, and other sources of indirect taxation.

But besides the general government and administration, there is a large revenue received throughout the empire for local purposes. This income (including various receipts but excluding loans) amounts to hardly less than 61,000,000 sterling yearly, of which 49,500,000 belong to the United Kingdom, and 5,000,000 to India; the greater part of this is levied by direct taxation.

Inasmuch as the payer feels the payment whether the money be applied to general or to local purposes, it is but just to add together the two great heads of imperial and local revenue. Thus the total of 203 and 61 millions amounts to 264 millions sterling annually, truly an amazing amount at first sight, the like of which has never yet been imagined. Still the sum is not apparently high for the total population, amounting to 1*l.* 5*s.* 4*d.* per head per annum. But the average incidence varies greatly, being 4*l.* 7*s.* 5*d.* per head in the United Kingdom, 2*l.* 14*s.* 1*d.* per head in the Colonies and Dependencies, and only 7*s.* 11*d.* in India.

Another test or power relates to the provision for external defence and internal protection—in other words, to armies, auxiliary forces, and organized police, to navies and marine.

Now the men trained to arms in the British Empire may be stated at 850,000, including the regular British forces at home and abroad, the militia and volunteers in the United Kingdom, and in the Colonies, the British Native forces in India, and other countries. This includes 10,000 Egyptian troops under a British general, but excludes the forces of the Native States of India, and of the other countries politically connected with the empire. If, however, the forces of the Native States of India were to be added (and they are generally available for imperial purposes), then the total of 850,000, would be raised to nearly a million.

Thus the men under arms, are effectively trained to arms, are in number more than three-quarters of a million, and under the last-named computation would amount to nearly a million. This number represents those who are really serving, or who are in receipt of allowances, or are actually called out from time to time—and not those who are liable to be summoned in event of emergency. This actual total will bear comparison numerically with the standing armies of the martial empires now in the world, though there may be an important difference in respect to military organisation. But the total is very small in comparison with the size of the British empire, representing only one soldier to every 10 square miles, and to every 376 of the population. Thus the military forces of the British empire, taken at the outside figure, are much smaller relatively to the territory and the people, than those of any other great State, excepting only the United States of America. There remains, too, the cardinal fact that the British military forces are raised entirely by voluntary enlistment, a circumstance almost unique in the military arrangements of the present age.

Of the total strength 850,000, about 150,000 are soldiers of the dark or coloured races, and the remainder, or 700,000, are of the fair or dominant race. But if the total of a million be taken, then it may be said that 300,000 are of the dark races, and 700,000 of the fair or dominant race. These proportions are satisfactory in respect to the safety of the empire.

The defensive armaments of the empire by sea and land cost 41 millions sterling annually, or 20 per cent of the total of revenue and receipts, which proportion is less than that shown by any great State in the world, except the United States. If the expenditure be compared with the whole population of the empire, then it amounts to less than four shillings a head, which (always with the exception of the United States) is the cheapest rate to be found in any great state in the world.

Subsidary to external defence is that internal protection which a police force secures. Now the police force of the British Empire, metropolitan, municipal, and rural together, is in numbers about 210,000. Of this total, 51,000 are in the United Kingdom, and 147,000 in India, the remainder being in the Colonies and Dependencies. It may be a question whether there should be added to this total the number of village police in India, who are paid not by the State, but by village cesses, and who are legally recognised. There number is not exactly known, but is not less than 350,000, and this adition would bring the grand total of the police for the empire up to 560,000.

Thus we have for the whole empire an avrage of one policeman to every 571 of the people, and to evry 16 square miles.

It is never to be forgotten that one of the main reasons why the British Empire is able to keep its land forces at a comparatively low scale, is its preponderance at sea. Owing to the astonishing difference of power between the different kinds of ships, and in the preparedness of ships to put to sea and fight, the difficulty of exhibiting the strength of a navy by figures is becoming greater and greater.

The predominance which we hope to find in the British navy will hardly be shown by the enumeranion of ships.

With this caution, however, it may be stated that there are 246 British war vessels afloat, or in commission, of which 72 are sailing ships, and 174 have stean power.

There are now 63 ironclads, either complete or nearly complete. The number of officers and men amount to 57,000. The number of ironclads ready for action at the shortest notice is now 44, of which 25 are at sea. The facts will probably be found to indicate a naval preparedness fit to cope with such foreign combinations as could reasonably be anticipated.

In respect to mercantile shipping a statistical exposition is more applicable. The British merchant navy consists of 30,000 ships, with 8½ millions of tons, manned by 270,000 sailors. The sea-going tonnage under the British flag amounts to 3 millions of tons in steamers, and 5½ millions of tons in sailing vessels. Now under the flags of other nations there are 2½ millions of tons in steamers and 9½ millions in sailing vessels. In other words, he British Empire surpasses all others nations together in respect of steamers and nearly equals them in respect of sailing vessels. In respect of carrying power in the world by sea, 49 per cent. belongs to the British Empire, and 51 per cent. to other nations. Again, out of 55,000 ships in the world over 100 tons, 21,000 are British. The comparison remains in similiar terms in respect to the earnings of shipping. Out of 129 millions of tons carried yearly by the shipping of the world, 63 millions are under the British flag. Out of 133 million pounds sterling earned from freight and passengers by the ships of the world, 72 millions are British ships. A similar proportion is shown by the port entries of the world, represented yearly by 125,000,000 tons, of which 57,000,000 (or nearly half) pertain to the British Empire.

In shipbuilding the proportion is still more favorable to the British Empire. Out of 1,800,000 tons built annually, 1,200,000 are built in Great Britain.

[The remainder of this admirable address will appear next week.]

The C. P. R. Syndicate and the "Globe."

The Toronto *Daily News* having published a paragraph stating that Mr. McIntyre has purchased in behalf of the Canadian Pacific Railway Company the controlling interest held in the Toronto *Globe* by the Nelson's of Edinburgh, the latter journal has come out with a straight denial of the story. The *Globe* says editorially that the report is wholly untrue, and that the stock is still being held by Mr. Nelson for the benefit of the late Senator Brown's family. Mr. Nelson is the brother of Mrs. George Brown.

New Brunswick Ahead.

The latest English mail brought the result of the matriculation examination for June in the University of London, embodying the results of the examinations held in the different universities and colleges of the colonies for the Gilchrist Scholarship. We are gratified to find that a New Brunswick student captures the first place among all competitors throughout the empire. The first place in the Honors Division has been accorded to Alexander Wilmer Duff, son of Mr. Alexander Duff, of Portland, and of the graduating class of 1884 in the University of New Brunswick. Mr. Duff not only carried off the highest honor, winning the Gilchrist scholarship, but obtained the number of marks qualifying for an Exhibition also. He had done remarkably well in his course at our University and was expected to score a high place in the Gilchrist competition, but it was too much to expect that he should have succeeded so remarkably amid the numerous, eager and accomplished competitors of the empire. The City, the Province, and the University of New Brunswick will share in the pleasure and pride of his achievement. Mr. John Albert Bell, of Dalhousie College, and Mr. Frank Walter Wilson, of Mount Allison College, also took good positions in the Honors Division, and Mr. Arthur Gordon Reid, of Dalhousie College, has a place in the first division.—*Tel.*

Teemer and Ross.

A meeting of gentlemen interested in the proposed race between John Teemer and Wallace Ross was held yesterday afternoon. Eph Morris represented Teemer, Ross was present in person, and among the other gentlemen were Mr. Philip Saulson, backer of Teemer, Mr. James Keener, backer of Ross, and George H. Hosmer. The third meeting of the parties had been deferred from Thursday, Aug. 28th, to yesterday by mutual consent, and the original articles of agreement were adhered to, except in so far as the day of racing was concerned. It was decided to row the proposed handicap race (Ross receiving five seconds start) at Point of Pines course, on Saturday, Sept. 27th. between 4 and 6 o'clock p. m. for $1,000 a side and two-thirds of the gate receipts, the loser taking one-third of the gate. Ross suggested that, as the defeated man would lose $1,000 in any event, it might be as well to equally divide the gate. This was objected to by Morris, and thereupon Ross withdrew the suggestion. The final deposit of $500 a side will be made on Saturday, Sept. 21st. the men having already posted $500 a side in two deposits.—*Boston Herald, Sept. 5.*

Irish Affairs.

A new party is said to be in process of organization for regulating political affairs in Ireland. The new institution is decidedly a home rule party, but self-government of Ireland is to be upon the basis of loyalty to the Crown of England. It is proposed to establish peasant proprietorship in Ireland, thus conceding to the land leaguers the main principle for which they have striven, and to form an Irish arliament to sit at Dublin, this parliament to consist of existing Irish peers and their successors, who are to sit as a House of Lords, and of such members as may be duly elected to the Irish House of Commons. All members of both houses must take the oath of allegiance to the Queen of England, or to her successor, and the functions of parliament will be confined to the administrative details within the provinces of Ireland.

It is stated that Gladstone expressed surprise and annoyance at the recent declaration; Earl Spencer said that a policy of concession towards the Irish could not be carried further than it had been. Mr. Chamberlain is reported as being furious over this *adroit* statement by Earl Spencer and says he will publicly disavow it on behalf of the government. There is no doubt that the Liberal ministers ardently desire to bring about an alliance between all leaders of both English and Irish who favor democratic principles, and they still cling to the hope that such an alliance is possible. Mr. Chamberlain says Earl Spencer has in one moment retarded by twenty years the pacification of Ireland, and points to the sullen reception of the Lord Lieutenant at Killarney as a confirmation of his opinion. The Parnellite orators, in the meantime, are making Earl Spencer's remark the text for their speeches in the autumn campaign. They say that the Lord Lieutenant has "let the cat out of the bag" and has boldly and brutally expressed what the government means and desires.

How Hanlan Was Beaten.

The Australian steamer Zealandia at San Francisco on 8th inst. brings particulars of the boat race between Hanlan and Beach, rowed on the Paramatta river, August 16th. The race was for the championship of the world and a stake of £1,000. The weather was magnificent, but the water was slightly rough. A splendid start was effected and a dead level was maintained for the first quarter of a mile. Hanlan then forged ahead, and when a mile and a half had been covered was a length in advance. Beach responded and rowed right down on Hanlan, when the latter allowed his boat to cross and a foul took place. Hanlan put up his hand and claimed foul. Beach, however, kept pulling away and Hanlan followed, but Beach came to the post an easy winner by five or six lengths. Time—20.29. The umpire disallowed the foul claimed by Hanlan. An immense crowd witnessed the race. There were sixty-eight steamers crowded with spectators and the shores were densely lined with people. Tremenduous enthusiasm was manifested over Beach's victory. A cordial interview took place between the oarsmen after the race. Hanlan admitted he was beaten. He said he was paralyzed by the close proximity of the steamer Tomki which bore down too close to his boat.

The Jewish Population of St. John.

At St. John, N. B., there are four or five Jewish families, in good standing in the community, who meet for religious service on the New Year and Yom Kippur. They will form a congregation, as soon as their numbers warrant such a step. On Passover they receive their *matzos* from New York. The mothers act as religious teachers to their children, and keep alive the spark of Jewish feeling. There is undoubtedly grave danger to Israelites living thus separated from their brethern—it is a danger which is not recognized in our large cities. With effective circuit preaching and cheap religious literature it would be possible to teach many thousands who are now practically removed from all Jewish influence. I was told of an Israelite, Isaacs, by name who settled in the interior of New Brunswick years ago and married a Scotchwoman. His children are Christians and call themselves MacIsaacs. I have not heard whether any O'Jacobses or MacAbrahamses exist in these parts. At least the retention of the Jewish name is one point in their favor.—N. Y. *Jewish Messenger.*

Mangled by a Railway Train.

There is a strange fatality attending Thompson station on the Intercolonial Railway. Seven or eight years ago, a train, of which Conductor James Millican, of this city, had charge, ran over a man at that place, and a like accident occurred with his train there about 10 p. m. on Saturday last. Sedley Johnson, a brakeman, was attached to Conductor Allingham's special, which had left Moncton that day and arrived at Thompson station in advance of Conductor Millican's train, the night express from Halifax. Johnson was sent forward to signal the train about ten minutes before she was due. The express came along and stopped at the semaphore, and afterwards proceeded. The driver saw a lantern at the side of the track as he neared the station and supposed there was a man with it. The locomotive headlight next revealed the prostrate form of a man lying nearly across the track and between the rails. The engineer applied the brakes as soon as possible, but too late to avoid striking the body, and the engine and forward trucks of the adjoining car passed over it before the train was brought to a standstill. When the remains were removed they were found to be those of the brakeman, Johnson, and life was extinct. Both arms had been nearly severed from the body and the trunk badly mangled, but the lower limbs were intact. He was removed to the station. Johnson had been employed as brakeman nearly five months, was about 22 years of age and unmarried. He belonged to Truro and was known to be a man of steady habits. It is said that the deceased had very little sleep, for a few days past, and the idea of some who are acquainted with the circumstances of the tragic affair is that he was overcome and unthinkingly lay down to take what proved to be his last sleep.

It is doubtiful if the accident would have occured had there not been two freight cars stationed on a siding opposite where the body lay. The cars threw a shadow over that portion of the track, thus making it darker than any of the surrounding ground and concealing the body. The rest of the track could be seen for a long distance ahead, as the night was clear, whereas the shade caused by the cars made the line, at that point, darker than any ordinary night.—*Tel.*

Canadians for Khartoum.

The following are the Canadian officers selected to command the Canadian contingent of the Nile expedition: Major Dennison, Toronto, in command; Capt. A. M. Mond, Ottawa, second; and Capt. McRae, London, third. The contingent will go to the Mediterranean direct from Quebec, two steamers having been engaged by the Imperial authorities for the purpose. It is understood at Ottawa that Lord Wolseley has ordered a twenty-four foot cance from Canada, to be manned by Indians, whom he will retain as his personal escort.

Attempted Suicide.

A sensational report reached Campbellton last evening to the effect that a man named Sowerby committed suicide at Gaspe, Quebec, by jumping over a bluff about 100 feet high. This was in substance the telegram which was sent to the friends of Sowerby. A representative of the *Globe*, who chanced to be in Campbellton, learned that Sowerby came from New Mexico about six weeks ago, and on his arrival at Gaspe, spent money very lavishly for a few days. On one occasion he opened a case of champagne, inviting even the fishermen to partake of his hospitality. For some time he was received into the best society in Gaspe and soon the report gained ground that Sowerby was a gentleman of leisure and had come to Gaspe to spend some of his wealth. Finally his funds ran out and he was compelled to borrow small loans, which were quickly given to him as soon as he asked them. At Mr. Baker's hotel where he boarded and lodged, he owed, it is said, a bill of about $50. The culmination of Sowerby's fast career was reached on Monday night. During the day he obtained from a dentist in the village, an ounce or more of laudanum, and soon after was noticed to go towards a high bluff, but not to return. Early next morning the unfortunate fellow was found in the midst of a small growth of bushes, in an unconscious state, just below the bluff, before mentioned, over which he is believed to have jumped. At last accounts the man was alive but was not expected to survive his injuries. He is about 30 years of age.—*Globe* of 3rd inst.

The Blaine Scandal.

INDIANAPOLIS, September 4.—The answer of the *Sentinel* Company in the Blaine libel suit was filed in the United States Court this morning. The defence admits printing and publishing the article complained of, and denies that it was false in any particular. It sets forth that Blaine was married to Harriet Stanwood at Pittsburg on or about March 25, 1851; that prior to that time during the courtship Blaine seduced Miss Stanwood; that he at first refused to make reparation for the wrong done, but being afterwards strongly urged thereto and violently threatened with chastisement and punishment for his said wrong doing, and, perchance repenting him of his evil, married as stated; that in June following a child was born, known as Stanwood Blaine, which lived two or three years and was acknowledged by the plaintiff and his wife as their son; by reason whereof the defendants say the matters and things set forth in the article are true, and the same being true they were published of, and concerning said plaintiff by defendants as they justly and lawfully might do.

Stanley.

A London despatch of 6th inst. says,—Stanley is being lionized to his heart's content in London, but the grizzled veterans of the army and navy club laugh at his advice for the feeding of soldiers composing the Nile expedition. It is not at all likely that the commissary stores will include spirits and Madeira wine for daily rations for the men as Stanley recommends, but quantities of pickles will be sent for the reason that army surgeons strongly recommend their use as anti scourbetic. Stanley received and accepted an invitation to lecture before the London Chambor of Commerce on the 18th inst. The subject of the lecture will be the Congo Country, Central and Western Africa, and he is expected to give the metropolitan merchants much valuable information about the progress of the International African Association in opening up that vast region to civilization and trade.

Stanley denies the report that the French have secured the accession of territory on both banks of the Congo. He states that the right of the African International Association to the country is intact and impregnable.

What Shall The Harvest Be?

The summer is ended—what shall the harvest be? If you have sowed liberally you will reap richly. But if not—remember that the next (the 173d) Grand Monthly Drawing of The Louisiana State Lottery will happen on Tuesday, October 14th, 1884—full information of which can be had of M. A. Dauphin, New Orleans, La. At the drawing (the 171st) of August 12th, among the results, the following is reported: No. 15,365 drew the first capital of $75,000. It was sold in fifths—one was held by Eugene Gaudins, No. 231 St. Peter's st., New Orleans; another by Mr. Louis Seymbur, of Memphis, now employed as a carpenter at the Grand Cotton Exposition Building at New Orleans, No. 53,803 drew second capital prize of $25,000, sold in New York No. 29,862 drew this capital prize $10,000, sold in fifths