General Business.

CARD OF THANKS.

To the many customers and friends who patronized me while at Chatham, I wish to return my thanks. I have closed my store in Chatham for this year, and expect to re-open early in the spring of 1892 with a full line of Furniture, &c. In the meantime, should any one want any article in the furniture line, carpets, plain or fancy blinds, I shall be pleased to hear from them. Price list and photos mailed on application.

RECEIVED AT MY

NEWCASTLE STORE.

A BEAUTIFUL ASSORTMENT

—OF—

FANCY CHAIRS, SECRETARIES, MUSIC-RACKS, & CABINETS,

SUITABLE FOR

CHRISTMAS NEW YEAR'S

—OR—

WEDDING GIFTS.

NO BETTER OR PRETTIER GOODS SHOWN IN THE DOMIMION.

A SPECIAL LOT OF

Fancy Roller Blinds,

(any size, or color) reduced to 75c. each. Great Bargains.

B. FAIREY, PUBLIC WHARF,

NEWCASTLE.

MACKENZIE'S

MEDICAL HALL.

FRESH THIS WEEK:

K. D. C.

BURDOCK BLOOD BITTERS,
SCOTT'S AND ESTEY'S EMULSION,
PLEASANT WORM SYRUP,
SHILO'S CONSUMPTION CURE,

WILD CHERRY COUGH SYRUP.

(WARRANTED.)

SYRUP OF FIGS,

FRESH DULCE.

Chatham, N. B., Nov. 22nd 1891.

CANADA EASTERN RAILWAY

Trains connecting with the Intercolonial trains leave Chatham Station as follows, Eastern Standard time:—

Express for Moncton, St. John and Halifax,	8.20
Accommodation for Moncton,	10.55
Accommodation for Campbellton,	14.20
Express for Quebec and Montreal,	21.10

INTERCOLONIAL RAILWAY.

1891 —Winter Arrangement— 1892.

On and after Monday, the 19th day of October, 1891 the trains will run daily, (Sunday excepted,) as follows:—

—WILL LEAVE CHATHAM JUNCTION—

Express for Moncton, St. John and Halifax,	4.08
Accommodation for Moncton,	11.38
Accommodation for Campbellton,	15.12
Express for Quebec and Montreal,	21.52

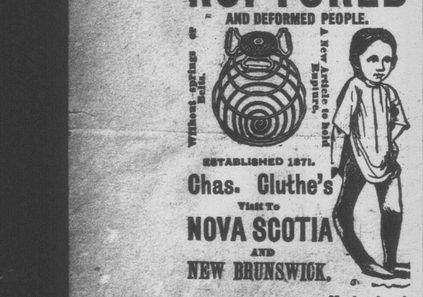
All Trains Are Run by Eastern Standard Time.

D. POTTINGER,
Chief Superintendent.

Railway Office, Moncton, N. B.
Oct. 15th, 1891.

RUPTURED

AND DEFORMED PEOPLE.



ESTABLISHED 1871.

Chas. Cluthe's

Visit To

NOVA SCOTIA

AND

NEW BRUNSWICK.

A rare opportunity to consult with the head of the largest firm in Canada, personally, for manufacturing of Trusses and Appliances to overcome or assist all deformities of the human frame. It is wonderful to know the advance made in treating Deformities the last 15 years. Club Feet made natural without Cutting or Pain. A complete system (PATENTED) Instruments for Spinal Diseases, new and most improved. Appliances are made half the weight of others and more practical (patented.) Come and see my goods, it costs nothing and you may gain by it.

Mechanism is the only Help for Such Cases.

CLUB FEET MADE NAT URAL (BY THE PAT.)

I defy the rupture I cannot hold with comfort. Send for illustrated catalogue.

Chas. Cluthe,

Surgical Machinist.

124 King St. W., Toronto.

I will be at the following places on time, and to the last train leaving for the next place of visit.

As my time is limited and cannot be prolonged, all parties wishing to consult me should be in time.

WOODSTOCK, N.B. Wilbur House, Dec. 7th, noon, to Dec. 8th, noon.
ST. JOHN, N.B., Royal Hotel, Dec. 8th, noon, to Dec. 9th, evening.
MONCTON, N.B., Brunswick Hotel, Dec. 10th.
TRURO, N.S., Victoria Hotel, Dec. 11th and 12th.
HALIFAX, Halifax Hotel, Dec. 14th.
KENTVILLE, N.S., Lyon's Hotel, Dec. 16th, noon, to Dec. 16th, noon.
WINDSOR, N.S., Hotel opposite Station, Dec. 16th, noon, to Dec. 17th, noon.
WATERVILLE, N.S., Lorne Hotel, arrive afternoon Dec. 18th, Train leaves 7 p.m. 19th, Dec. 9.

Ask your Physician; they all know me; being there along.

General Business.

LONDON HOUSE.

Wholesale and Retail.

In store, the following reliable Brands of Flour:—

"Neva,"

"Daily Bread" and "Empress."

Pork, Plate Beef, Dry Codfish.

I am selling off balance of Dry Goods and Fancy articles away below cost.

SOMETHING NEW

LESSIVE PHENIX,

(the greatest Washing Powder yet discovered.)

Putz Liquid Pomade Polish,

(for metals.)

FARINOSE IN 6lb. BAGS @ 25c.

R. HOCKEN.

Canada Eastern Railway Co.

THROUGH TICKETS.

First and Second Class Through Tickets are on sale at!

Chatham, Chatham Junction and Blackville

—FOR—

Bangor, Portland & Boston;

—ALSO—

St. John and all points on

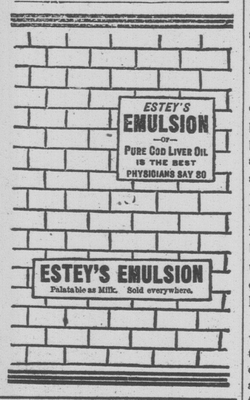
CANADIAN PACIFIC RAILWAY.

Daily connection made with C. P. Railway at Fredericton.

Baggage Checked Through.

Thos. Hoben, Supt. Jas. Wetmore, G. P. & T. Agt.

Gibson, May 7th, 1891.



DR. JAMES' NERVE BEANS.

NERVE BEANS are a new discovery that relieve and cure the worst cases of Nervous Debility, Lost Vigor and Failing Manhood; restores the weakness of body or mind caused by overwork, or the errors and excesses of youth. This Remedy absolutely cures the most obstinate cases which all other TREATMENTS have failed even to relieve. They do not, like other preparations advertised for Lost Manhood, etc., interfere with digestion; but impart new life, strength and energy in a quick and harmless manner peculiar to themselves.

Sold by druggists at $1.00 a package, or six for 5.00, or sent by mail on receipt of price. Address The James Medicine CO., Canadian Agency, St. John, N. B.

Write for pamphlet. Sold in Chatham by J. D. B. F. MACKENZIE.

PAST ALL PRECEDENT!

OVER TWO MILLIONS 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 Academy of Music, New Orleans, La.

FAMED FOR 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
J. A. Early
Commissioners.

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.
Pierre Lanaux, Pres. State Nat'l Bank.
A. Baldwin, Pres. New Orleans Nat'l Bk.
Carl Kohn, Pres. Union National Bank.

WILL TAKE PLACE

At the Academy of Music, New Orleans, Tuesday, December 15, 1891.

Capital Prize, $600,000.

LIST OF PRIZES

1 PRIZE OF	$600,0000 is	$600,000
1 PRIZE OF	200,000 is	200,000
1 PRIZE OF	100,000 is	100,000
1 PRIZE OF	50,000 is	50,000
2 PRIZE OF	20,000 are	40,000
5 PRIZE OF	10,000 are	50,000
10 PRIZES OF	5,000 are	50,000
25 PRIZES OF	2,000 are	50,000
100 PRIZES OF	800 are	80,000
200 PRIZES OF	600 are	120,000
500 PRIZES OF	400 are	200 000
APPROXIMATION PRIZES.		
100 Prizes of	$1000 are	$100,000
100 do	800 are	80,000
100 do	400 are	40,000
TWO NUMBER TERMINALS.		
1,008 Prizes of	$200 are	$302,400
3,144 Prizes, amounting to		$2,159,400

PRICE OF TICKETS.

Whole Tickets at $40: Halves $20: Quarters $10: Eighths $5: Twentieths $2 Fortieths $1

Club Rates, 55 Fractional Tickets at $1, 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 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, until the Courts shall decide Our rights as a State Institution. The Postal authorities, however, will continue to deliver all Ordinary letters addressed to Paul Conrad, but will not deliver Registered letters to him.

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.—The present charter of The Louisiana State Lottery Company which is part of the Constitution of the State, and by decision of the SUPREME COURT OF THE U. S. is an inviable contract between the State and the Lottery Company will remain in force under any circumstances FIVE YEARS LONGER. UNTIL 1895.

The Louisiana Legislature which adjourned July 10th, voted by two-thirds majority in each House to as the people decide at an election whether the Lottery shall continue from 1895 until 1919.—The general impression is that THE PEOPLE WILL FAVOR CONTINUANCE.

Miramichi Advance.

CHATHAM, N. B., - - DECEMBER 3, 1891.

Independence. Reciprocity, Etc.

Hon. Mr. Mowatt, premier of Ontario, has given expression to a truth which is of great importance in the consideration of Canada's future and her relations with other countries—especially with the United States. He says that British connection is at present the strongest tie between the provinces of the Dominion, and he is right. This fact is so manifest to the leaders of the conservative party that it justifies the claim so frequently made by some of them that independence is only another word for annexation. By this is meant that if British connection is severed, the strongest tie which binds the provinces together is cut, and some of them, if not all, will seek the closer relationships with the United States which their interests require and, in doing so, these relationships will be political, as well as social and commercial. It, therefore, appears that there is, after all, not much difference of opinion between the great and most successful liberal leader of Canada—Mr. Mowatt—and leading conservatives, as to the effect of independence, in its bearing upon the question of annexation.

If we understand the position of the liberal party correctly, it claims to look forward to independence, as the ultimate destiny of Canada, while a large proportion of the conservative party does the same thing, but both parties—or rather their leaders—say the country is not yet ready for the change. Indeed, Mr. Laurier said, in his recent Boston speech, that there was no sentiment whatever in Canada for immediate independence; while the conservatives are playing hide and seek between independence and imperial federation.

There is, therefore, on all hands, a consensus of opinion that Canada's present political status is only a temporary one, but while there is, thus, a general admission that our destiny, as a people, cannot be worked out until we assume the responsibilities involved in the changes foreshadowed, it is to be observed that the leaders of both parties seem afraid to address themselves to the work of placing the country in its true position as one half of the North American continent.

There are many Canadians who claim, with much show of reason, that the agitation constantly going on in favor of reciprocal trade with the United States, and the undoubted preponderance of sentiment existing all over the country in favor of it—a sentiment which is voiced by the organized liberals in the advocacy of unrestricted reciprocity, and by the independent liberals and liberal-conservatives in declarations for reciprocity in a more modified form—is but the manifestation of a general desire for the closer relationships which territorial proximity, common ancestry, language and traditions, and the commercial requirements of the two countries render entirely natural, as well as necessary to the full prosperity of both. But all who approach the problem of our future destiny with the desire to arrive at just conclusions on which to base action, find an array of sentimental considerations, party prejudices and interests, indifference and want of true patriotism, which form an almost insurmountable barrier to progress. Those who are in power and are, therefore, enjoying the privileges and emoluments of office, will not make any move that may not only not better their own condition, but perhaps involve greater exertion and self-denial on their part. Those who have long fought for office and power against the dominant party, prefer the old lines, rather than to work upon new ones, lest they may not succeed by means of the latter as soon as they hope to do by the former. The rank and file party men, as a body, have been so long accustomed to follow their leaders, that they lose confidence in their own judgment, as soon as it is challenged, while partyism has driven far too many intelligent men into an independence that is manifested only by indifference. It is no wonder, therefore, that we find the Lauriers, Mowatts, Fosters and Chapleaus, all agreeing that Canada is to become a great and independent nation, while they do not strike a blow at the chain that binds her to a condition of dependence; and have to observe the devices by which they endeavor to satisfy the popular demand for the privilege of our natural relationship with our kindred to the south of us, while each and all are afraid to take the steps which both interest and destiny seem to demand.

Those who say that the people of Canada are satisfied with their present dependent position, are either interested in preserving the statu quo, or mistaken as to public sentiment. If we may form an opinion from hearing the people of this province, at least, express their views in reference to both business and politics, we are justified in saying that the great majority of them are tired of the bonds—be they imperial or federal—which prevent them from having their natural market in the United States opened to them, and the longer those bonds last, the stronger will grow the desire to break them. They believe that it is the duty of our public leaders to devise a solution of the problem, and to cease "marking time" on the lines of a cry of unrestricted reciprocity, unaccompanied by any reasonable solution of the fiscal difficulties to be created by it; or one of limited reciprocity on terms which those in authority in the United States have plainly declared to be unacceptable to them. It may seem to many good people who have faith in the sincerity of their leaders a harsh thing on our part to say that we believe both parties are advocating reciprocity schemes which their chiefs know to be impossible—the one to work and the other to obtain. Would it not, therefore, be a patriotic thing for them to accept the inevitable, unite their forces and secure for Canada freedom at once to make her own treaties, determine for herself with whom and to what extent she would unite her destinies—in fact place her in a position in which each of her provinces or natural divisions might be enabled to take the fullest advantage of its geographical position and resources, in order to secure the greatest possible benefits that can result from the removal of all barriers against the freest commercial intercourse, obtainable, which is the foundation that underlies the prosperity of all other interests.

The Sun and our Declining Industry.

The St. John Sun quotes our reference of last week to the condition of the lumber trade on the Miramichi, and, while it appears unable to justify the existing rate of stumpage on deal-producing wood, treats the question almost entirely from a revenue standpoint. It intimates that the national policy and high stumpage have nothing to do with the diminution of our shipments and, no doubt, imagines it gets off a clever thing when it says "We venture to think that the national "policy has not much to do with the "rise and progress, or the decline and "fall of the English deal market." We hope that there are not many persons besides the Sun writer who think us so stupid as to imagine our trans-Atlantic markets—not merely the "English," but also the Irish, Scotch, Continental African and Australian—can be influenced by Canadian fiscal arrangements, but it ought not to require more than the knowledge usually thought to be a necessary part of editorial equipment, to enable one to understand that the greater the depression in any market the more necessity there is for those who supply it to have the advantage of cheap and economical production. If we admit that the national policy has greatly assisted many industries in Canada, we must, at the same time, not forget that they are chiefly those which depend either wholly or mainly on our own market. It happens that the spruce deal product of Miramichi and the North Shore generally, and largely that of St. John as well, have to seek trans-Atlantic markets. It must, in those markets, be affected by the competition of similar products of other places, and if these latter have advantages which enable them to produce spruce deals at less cost than we at the North Shore can, we submit that our competitors can undersell us and—when prices are low and the margin of profit small—sell at living prices, while we must sell at a loss, or not at all. Those in the trade—regardless of political affiliations or prejudices—agree that the protective tariff of the Dominion increases the cost of many articles necessary to their operations, and we think the Sun pays a doubtful compliment to the intelligence of its readers when it attempts—even by inference—to make them believe the contrary. When, therefore, we referred last week to the protective tariff, as well as high stumpage, in connection with the decline of our deal shipments, we were quite justified by the facts. The Sun, like many other papers which have extreme views in political matters, will agree to nothing that seems to reflect adversely upon the policy it supports. It has nailed its national policy colors to the mast, and flies them day and night, but there are occasions when they might be judiciously hauled down to salute a passing fact hailing from a neutral if not friendly quarter. It would, in that way, gain the respect and confidence of the well-informed, even if it did get out of the old and seemingly beloved rut of partizanship.

The Sun will, doubtless, admit that the cost of the raw material entering into any industrial product has an important bearing upon the success with which the manufactured article can compete for a market. The cost of the raw materials of many articles manufactured in Canada and other countries is about the same in all of them, and even the cost of manufacturing them is claimed to be no greater in Canada than elsewhere, yet Canadian manufacturers have been accorded a high protective tariff in order that their home market might be secured to them. It unfortunately happens that the New Brunswick manufacturer of spruce deals has to go into an outside market, where he must compete with those who have obtained their raw material, viz., spruce logs, much more cheaply than he. Not only so, but these competing deals have also the advantage of lower freights and, in many cases, a better classification because of their finer fibre and make. This is undeniably the case, as the Sun must admit, with all New Brunswick Crown Land deals. These deals compete in the trans-Atlantic markets with the Quebec and Nova Scotia products, the stumpage charge on both of which is much less than one-half of the New Brunswick rate. Some who think they are well-informed on the subject, while admitting this, as far as Nova Scotia is concerned, may point to the fact that the Quebec stumpage rate on spruce is sixty-five cents per M. while it is one dollar in New Brunswick, but it must be remembered that the Quebec scale gives the operator three logs for every two given by the New Brunswick scale, so that the Quebec stumpage rate applied to the scale of this province brings the actual Quebec rate to less than forty-four cents. The Quebec spruce ports pay about the same freights as are paid by those of the North Shore. Nova Scotia pays less, while the cost of labor, etc., is, in the main, greater with us than with them. For some years the spruce deal shipments of Quebec only held their own, but, of late, those of both Quebec and Nova Scotia have increased, while those of New Brunswick have sharply declined. It must be evident to the Sun that the low price of deals in our market abroad does not, of itself, account for the fact that our shipments are rapidly falling off, for if that were so Quebec and Nova Scotia would have a similar experience. We are justified, therefore, in saying that with a stumpage-tax more than double that charged in any competing province, and a protective tariff which bears hardly on lumbermen's supplies, we need not look far for the causes of our diminished shipments.

The Sun is mistaken about there being more than the usual quantity of deals or logs held over on the Miramichi. This is another point on which it is misinformed, for we assume that it would not willingly state a matter of that kind incorrectly. The stock of deals is no greater than that held over last year, while there are eleven millions feet of logs less wintering in the booms. Indeed there never was a season since Miramichi has been in the deal trade when so few logs were held over. The decline, of our lumber trade, is a genuine one and has, we repeat, been going on steadily. As we stated last week, Miramichi shipped 22,000,000 s. f. less in 1890 than in 1889 and 15,500,000 s. f. less in 1891 than in 1890. In the six-years period between 1886 and 1891, inclusive, we shipped 261,000,000 s. f. less than in the six years between 1880 and 1885 inclusive, an average yearly decline of over 43,000,000 s. f. We ask the Sun to say candidly to what it attributes this condition of things, bearing in mind that both Quebec and Nova Scotia have increased their spruce deal output? We say it is mainly the excessive stumpage rate, coupled with our tariff exactions on pork and other important lumber-supplies. If the Sun has a better theory it ought to give it to the public.

Miramichi Lumber Shipments.

We gave last week the totals of the trans-Atlantic lumber shipments from Miramichi for 1891 compared with those for 1890 and other periods. Following are the Miramichi figures for 1891 more in detail:—

	Vls.	Tons.	Deals, Sctg., &c.
J. B. Snowball,	25	17,914	15,889,028
W. M. McKay,	19	15,146	14,137,678
Wm. Richards,	22	15,308	13,344,999
D. & J. Ritchie & Co	18	10,142	9,920,784
N. B Trading Co,	12	8,907	8,591,443
E. Hutchison,	10	6,803	6,134,878
Geo. Burchill & Sons,	6	4,438	4,042,000
Jas. Aiton,	1	754	22,140
	113	79,412	72,082,950

Palings, staves and spool wood were shipped as follows, the figures representing pieces:—

Shippers.	Palings.	Staves.	Spool Squares
J. B. Snowball,	1,086,315		
E. Hutchison,	9,600	472,200	
D & J Ritchie & Co	95,650		
N. B. Trading Co.	28,725		
Wm. Richards,	20,275		
Geo. Burchill & Sons	5,025		
Jas. Aiton,			556,441
Totals,	1,245,590	472,200	556,441

Timber was shipped as follows:—J. B. Snowball, 180 tons birch, 14 tons ash, 28 tons pine and 119 tons hemlock.

The Lumber Commission.

The New Brunswick Crown Land Commission held four sittings in St. John last week. A great deal of information that had been obtained during the summer, from persons in the trade in different parts of the province, was considered, and oral testimony also taken. Another meeting is to take place in St. John in a week or two and the investigations of the Commission will be carried on as expeditiously as possible, with a view of a report being made to the government before the next session of the Legislature.

THE MONTREAL HERALD company has gone into liquidation, Mr. William Whyte being appointed Liquidator. It is said that a new company will be formed to conduct it, of which Hon. Messrs. Cartwright and Laurier will be the controlling members.

[Montreal Witness.]

The Newfoundland Question.

It is not very easy to see by what rule of fairness a small community of two hundred thousand men, women and children, should dominate one-half of the Atlantic sea-coast of British America and should, from its rock fastnesses, like a Rhine baron or a Moorish pirate of old impose tyrannical conditions on all who would approach them. We had great sympathy with the Newfoundlanders in their revolt against a similar domineering by the French over a part of their coasts and upheld their claim as a people to rule their own territory. Even when they went the length of entering into a treaty with a foreign country detrimental to their fellow-citizens in Canada we were inclined to accord them the largest liberty in such matters. When, however, incensed at the Imperial Government for not maintaining what the Newfoundlanders believed, and justly, to be their rights in regard to the so-called French coast, they talked of secession from the empire and annexation to the United States, we pointed out that there was an obvious limit to the liberty which could be allowed our sister colony in her preferences, seeing that to make Newfoundland a part of the United States would be fatal to the independent existence of Canada, and, therefore, as self-preservation is the first law of nations, could not be permitted, even if force had to be resorted to in order to prevent it. When the Newfoundland Government negotiated the treaty with the United States by which they allowed the United States certain privileges in regard to fishing and bait-buying, the Canadian Government objected to the treaty on the ground that the fisheries of British North America had always been treated in the treaties as a whole, and that to allow of their division for political purposes would be to allow either Canada or Newfoundland acting by itself, to imperil and damage the interests of the other in what was regarded as common property. They, therefore, appealed to the British Government to refuse its sanction, which was necessary to the treaty, until Canada had also negotiated a treaty with the United States which she was about to do. The Imperial Government took the same view and complied with Canada's request. This action, instead of turning towards the better consolidation of British America, has had for the time being, precisely the opposite effect. It has turned the rage of the little colony from the Mother Country against her fellow-subjects in Canada whom she is doing her utmost to worry and injure in every way in her power. It may be said that Newfoundland being an island like Ireland, has an unlimited claim to Home Rule. Newfoundland has long enjoyed more home rule than Ireland ever openly claimed, but we may as well say that there is a limit to her freedom to dispose of herself and annoy her neigbors. We would point out to the Canadian fishermen of Nova Scotia, who are now demanding that the Canadian Government shall retaliate against Newfoundland by closing our fisheries and ports against them, that in doing so the Canadian Government would destroy its very best argument for the treatment of British North American fisheries as a whole. The presence of Newfoundland fishermen on the Canadian coast exercising the same rights as Canadians, and their freedom in our markets, form strong protests in the minds of all fair-minded, cool-headed men against the restrictions, perhaps illegally, imposed by the Newfoundlanders against the operations of Canadians on their coasts and in their market. Canada is so much more powerful than Newfoundland that she is bound to exercise forbearance, as long, at least, as real and permanent injury to her interests and independence is not attempted.

News and Notes.

ONE OF THE SIGNS.

The caterer of the house of commons, at Ottawa, has been notified to be in readiness by January 5th, which would lead one to believe that the next session of parliament will be an early one.

"GETTING A BIG BOY NOW."

Alphonso Macdearmid, son of the proprietor of the Hotel Vendome at New Glasgow, N. S., is 15 years old, stands six feet high and weighs 190 lbs. He is probably the largest boy of his age in the Maritime Provinces.

A SINGULAR FACT.

It seems singular, but it is nevertheless said in well-informed circles that a vessel will have to be sent from Europe instead of from this side to take from Anticosti the wrecked crew of the Norwegian barque "Anna."

AN OPEN FALL.

Speaking of the openness of the present fall, the veteran steamboat owner, Mr. John Wilson, Quebec, states that he remembers well sending, many years ago, with perfect safety and without any difficulty, a large, side-wheeled steamer to Montreal on Dec. 19.

FEMALE INEBRIATES.

The Keeley Inebriate Home at Dwight, now has more than 150 female inmates and it is thought that in a short time they will outnumber the patients of the opposite sex. This shows that the drinking habit is very prevalent among women in the States, or that when it has been acquired, they are more anxious than men to rid themselves from its domination.

LORD STANLEY.

The Empire correspondent, referring to a report which has again been cabled from England that Lord Stanley intends resigning his office as governor-general of Canada next year, says that, though his excellency does not allow ubiquitious newspaper men to interview him, there is the best authority for saying that the statement referred to is untrue.

A PIOUS FRAUD.

Mrs. E. S. West, who for six years was the lady principal of Rutgers Female College, N.Y. was found to be receiving money from pupils for which she did not account to the treasurer. How much the college lost through her is not known, but the amount is said to be large. She professed the utmost piety and enjoyed the confidence of the trustees and the faculty.

MR. NOTMAN.

The death has occurred at Montreal of Wm. Notman, the renowned photographer. The deceased was 65 years old and leaves a widow, three sons and two daughters all grown up. Besides his Montreal business Mr. Notman had two branches in Boston, one in New York and one in Halifax. He leaves an immense fortune it is reported.

COMING BY THE I. C. R.

It is now stated that no application will be made to the United States for permission to transport British sailors and marines over the Canadian Pacific through Maine, on the ground that the men might desert when they found themselves on foreign soil. They will be taken to Quebec on the Canadian Pacific, ferried across to Levis and sent to Halifax over the Intercolonial. This will not advertise the Canadian Pacific short line as a military route.

SCIENTIFIC CATCHING.

Scientific "catching," whether developed on the cricket or baseball field, may oftentimes come of use in strange contingencies. On Monday last in Brooklyn a four-year-old child tumbled out of an attic window, and a man named Smith walking on the street below made such a splendid catch of the fat bundle before it reached the pavement that the only loss suffered over the affair was a shower of tears by the hysterical mother. Smith was the only person who marvelled not at the feat.

CHRISTMAS TREES.

The annual shipments of Christmas trees from Maine to New York have well commenced. About 12,000 cut in Stockton were shipped to Belfast on the schooner William Butman last week and then forwarded by rail. When loaded they occupied five cars. The trees were spruce and fir, neatly tied up in packages, making 3,000 bundles. Other large shipments have started from points along the Knox & Lincoln branch to Portland and thence by steamer. This makes a very novel and lucrative early winter business in Maine.

IRISH AMERICAN CONFERENCE.

At a conference of representatives of Irish-Americans from various states in the union, held in New York on Friday last resolutions were adopted warning the people of Ireland that they can receive no further support from the U. S. until they call a halt in the war of factions and re-unite their forces, and declaring that the confidence of the great mass of the Irish citizens of the United States can be restored only by a union based upon a clearly defined, moderate and reasonable expression of Ireland's demand for home rule and a policy, of independence of all English parties.

ABOUT ANNEXATION.

Students of McMaster university, Baptist, Toronto, debated the question of annexation of Canada to the United States last Friday night and on the vote being taken the numbers for and against tied.

In last week's number of Le Sentinel of St. Thomas, de Montmagny, Mr. Choquette, M. P., who edits the paper, comes out squarely for annexation to the United States. He was one of the Canadian guests at the late Boston banquet.

Premier Mowatt of Ontario has come out against annexation. His action is, doubtless, inspired by the fact that other prominent liberals—particularly in Quebec—are declaring for annexation.

OWEN E. MURPHY'S LUCK.

NEW YORK, Nov. 25.—District Attorney Nicoll said yesterday that he had made a careful investigation of the case of Owen E. Murphy, who has returned from Canada, whither he absconded with $50,000 excise fees fourteen years ago. "I find," said Mr. Nicoll, "that at the time Murphy took the money, the Criminal Code making it a larceny for a trustee or agent to misappropriate funds had not gone into effect. The money was received practically in the capacity of trustee or agent. It was deposited by persons anxious to get excise licenses as a guarantee that they would pay the fees. If they should not obtain a license the money was to be returned to them. If they succeeded, it was to be devoted to the payment. The small remnant of the money Murphy left behind him was afterwards distributed among the losers by a receiver. The money did not belong to the city, and the city did not lose anything. Under the circumstances I do not see how he can be punished. But, if anything should occur to show that it is possible, I will go ahead with great pleasure.

HANGED THEIR CORPORAL.

LONDON, Nov. 27, 1891.—There was much excitement at the Horse Guards today upon the receipt of intelligence from Aldershot, where is situated a great military camp and barracks, that a spirit of murderous insubordination was prevalent in one of the regiments stationed at that place. Taken in connection with the insubordination which has been displayed in the Guards, which some time ago resulted in the practical deportation to Bermuda of a whole battalion of the Grenadier Guards, and which was followed by a revolt in the Coldstream Guards, the affair at Aldershot might be construed as another exhibition of the discontent which is alleged to prevail in all branches of the British service.

It appears that a corporal of the Second battalion of the Prince of Wales' Leinster regiment (Royal Canadians,) which battalion is at present doing duty at Aldershot, had by his petty tyrannies rendered himself an object of peculiar aversion to the men. The complaints of the privates were unheeded and they determined to rid themselves of the corporal. As he was going his rounds he was seized by the men, dragged to a convenient spot, a noose thrown around his neck and strung up to a tree. The free end of the rope was made fast and the self-appointed executioners decamped.

The corporal had been hanging only a short time when a sergeant discovered him and cut the rope. The corporal was nearly dead, and it required the most strenuous efforts on the part of the surgeons to resuscitate him. The perpetrators have not yet been discovered.

A BIG SCHEME.

A New York Herald Ottawa telegram of Friday last indicates that a big scheme for a fast trans-Atlantic service is contemplated in certain influential quarters. The despatch says:—"The government has decided to invite tenders for a fast line of steamships between Canada, England and France. The requirements are for weekly service with an average speed of eighteen knots from port to port, with supplemental conditions for extra speed. The vessels must be not less than 6,500 tons, to run from Plymouth and Cherbourg to Quebec in summer and Halifax or St. John in winter. The plans shown by the Adamson Naval Construction and Armament Company satisfied the Finance Minister and adequate financial arrangements will be made by the Dominion. Tenders will be received up to January 11.

"Sir George Baden-Powell, K. C. M. G., one of the British Commissioners in the Bering Sea affair, has been interesting himself in the establishment of the line. He has seen Premier Abbott and other members of the Cabinet in the matter, and has visited Quebec and inspected the docks and other facilities.

"President VanHorne, of the Canadian Pacific Railway, states that the vessels of the new line will run in connection with the Canadian Pacific Railway, and he believes that passengers from Europe via the St. Lawrence will be landed by his through line in Chicago within a few hours of the time that those via New York will be disembarked at the latter port.

"The present intention is to have the new line running between Liverpool and Quebec before the opening of the World's Fair, and to compete with American railways for a share of the travel in connection therewith. It is stated that the government subsidy will be made $1,000,000 per year for an efficient service."

ONTARIO'S PREMIER ON RECIPROCITY.

A Toronto despatch of last Thursday refers to a letter of Hon. Oliver Mowat, premier of Ontario, to one of his supporters, in which he thus refers to the reciprocity question and independence—"The imperial authorities have refused nothing in the way of self-government which our representatives have asked for. Our complaints are against parliaments and governments which acquire their power from our own people. To the United States and to its people we are almost friendly. We recognize the advantages which would go to both them and us from extended trade relations, and we are willing to go as far in that direction as shall not involve, now or in the future, political union, but there the Canadians of every party have hitherto drawn the line, and, I trust, will continue to draw the line. We do not wish to disconnect ourselves with the motherland unless it should be, by and by, to act up for ourselves as an independent nation in friendly alliance with the fatherland, if no longer in political connection with it. But the time for absolute independence has not come. The strongest tie between the provinces of the Dominion at this moment is British connection and all that such a connection implies. British connection should, therefore, be cherished by all practical means until other ties and the mutual interests of the provinces become strong enough to secure their union and independence as a nation. North America is amply large enough for two independent nations and two friendly nations would be better for both populations than one nation embracing the whole continent."

THE CHURCH OF ENGLAND.

The growth of the Church of England during the present century is described by a writer in The London Daily Graphic. The increase in the number of clergymen has not kept pace with the growth of population. In 1801 there were 10,307 clergy for 9,000,000 people; in 1841, 14,613 clergy for 16,000,000; 1891, 23,000 clergy for 29,000,000. The incomes of the clergy have improved. In 1831, out of 10,500 benefices, there were 2,040 with an income not exceeding £100, and 2,994 with an income between £100 and £300. In 1881, out of 13,617 benefices, the number with an income of not more than £100 had declined to 1,107, and there were 3,447 with an income between £100 and £200. The fact that the private property of clergymen is taxed to the extent of £9,000,000 shows that many of them possess private means. Many incumbents spend more than they receive from their benefices. It is commonly believed that the mass of the clergy of England are poorly paid, while the great dignitaries of the church are overpaid. It is to be hoped that they are generally willing to give as they receive. Such liberality is ascribed to Dr. Woodford, the late bishop of Ely, who spent £20,000 on a theological college, and Dr. Wordsworth, the late Bishop of Lincoln, who is said to have spent in sixteen years £30,000 on pious and charitable works. It is impossible to estimate spiritual results arithmetically, yet the friends of the church take pride in noting that according to imperfect returns the number of confirmations increased from 177,433 in 1880 to 225,058 in 1889, the total for the ten years being 2,015,631. Societies in connection with the church do a large amount of educational, missionary and charitable work.

A NOTABLE TRAIN.

About the 2nd week in December the first C. P. R. train with a man-of-war's crew will run from British Columbia to Halifax; and on Dec. 18, the same train will make the return trip with regulars. The C. P. R. cars for this service left Montreal on Friday, 20th ult. According to the Star no detail has been left out to assure every comfort of the troops in transit. The principal object of interest is the kitchen car which is a novelty of arrangement. The car is arranged exteriorily much in the manner of the usual baggage car, having four sliding doors for the entrance of supplies. The centre is occupied by two immense cooking stoves, each heated by two fires and containing four large ovens. They are specially designed, and their cooking capacity can be imagined, when it is stated that five men cooks are needed for their attendance. At one end of the car is found the store room, containing all the requisites for the culinary art; at the other, the compartments set aside for the attendants and ranged in neat order; around are all the shining brass pans and cauldrons, necessary for the preparation of the great quantities of food required. This huge kitchen upon wheels is to be responsible for the complete "mess" arrangements for the troops, which will tax its capacity to the utmost. The usual colonist sleeping cars will be occupied by the men during their long journey. There are several marked improvements in the fittings of these cars, the most noticeable of which is a convenient detachable bracket table, to be fixed between the seats at meal time, and support the plates and dishes. The bedding accommodation is both good and ample. It consists of a good hair pillow, mattress and warm gray blanket-rug for each man. This unique train of cars has already left Montreal for Vancouver. It is to reach that destination in time to take on board a party of two hundred and fifty time expired marines, accompanied by twenty-five officers, who return to the Old Country. This company leaves Vancouver on December 5, and are expected to arrive in Halifax on the 15th, when they will embark for Liverpool. The Canadian Pacific railway will then have the transport of a much larger body of troops on their way to replace their comrades whom they relieve. These will number 400 men and 50 officers, and will leave Halifax for Vancouver, without delay, about December 18. The company are exerting themselves to the utmost for the successful performance of this their initial experiment in the transport of large bodies of troops across the country."

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