THE HERALD.

WEDNESDAY, FEBRUARY 6, 1884.

Communication With the Mainland.

A DEBATE took place on the 28th of January in the Dominion Parliament, in which all the Island members bore a part. The subject was the suspension of the *Princess of Wales* and the *St. Lawrence* on the 31st of October last in particular, and Winter Communication in general, and we are happy to observe that while political differences swayed the Island delegation in their treatment of the subject, they showed a solid front as regards the great question in which we are all equally interested, namely, "Winter Communication with the Mainland." Mr. Davies moved for papers connected with the refusal of charters by Mr. Coker, the Inspector, and in his speech said that either the Minister of Marine and Fisheries should undertake the responsibility for such action or the Inspector be dismissed. As a matter of course, the former alternative was accepted, as the HERALD, without risking much, predicted it would. The Minister of Marine and Fisheries, for the simplest of reasons, took the same ground in defending the conduct of the Inspector as did the HERALD, namely, that life was dearer to the Government than the profits of a Company. He stated that the subsidy to the Company ($10,000 a year), together with the ordinary profits of their traffic, was large enough to enable them to prepare for a contingency long foreseen by others, and also that the Government did all that could be done in the emergency by sending on the *Napoleon the Third* and giving all the assistance within their power.

The readers of the HERALD will remember the controversy between this journal and the *Examiner* relative to the withdrawal of the charters from the *St. Lawrence* and *Princess of Wales*, and how our contemporary attacked the Government for its action while pretending it was attacking Mr. Coker merely. The pretence, however, deceived no one. Every one felt that the withdrawal of the steamers was a source of very great annoyance at the time; but the Grits were jubilant, as it afforded them what they deemed a good basis for a political onslaught. The Government has now accepted the entire responsibility, and the *Examiner* is in a small bit of a fix. What it fondly supposes its fine political principles will not allow it to endorse Mr. Davies plan of appeal, which is a truly ridiculous plan by the way, and, if carried out, would cause great loss of life and property. If the Inspector condemned a vessel, no matter how unsafe or rotten he deemed it, the owners would have the right of appeal, and in the meantime the steamer would go to sea and perhaps be lost with all on board. This is the plan of the *Examiner*:

"It seems to us that if the Inspectors were obliged to go through some form in arriving at their decisions—if they were directed to open up a hull and apply other fixed tests, which might be be laid down in the law—if, in short, they were specially compelled to give some care and thought to duty, at least, before condemning a vessel, the requirements would be met."

Our contemporary is always famous for its enunciation of brilliant ideas, but the above is the most brilliant yet. Perhaps, too, the anchor might be hung up in the fore rigging, and the bowsprit be stowed away in the ladies' cabin, or the editor of the *Examiner* be made admiral of the fleet. The *Examiner* evidently does not agree with Hon. Mr. McLelan, and will persist in attaching blame to Mr. Coker. Much Mr. Coker cares.

We are pleased that the discussion took place, as we believe it will be followed by good results, and although objecting to the political bias manifested by some of the speakers, will not undertake to censure them, if for nothing else than that they believed what they said. Mr. Yeo's assertion that so long as the present Government remains in power winter communication is out of the question is, however, a trifle too absurd, when everyone knows it was with a Grit Government conditions were made by which, among other things, winter and summer communication would be kept up with the mainland if this Island entered Confederation. What was the Grit Government doing towards the fulfillment of those conditions from 1873 to 1878? But there is little use in quarrelling now over the past. There is in power at present a strong Government with an annual surplus and ever-increasing resources, and it should be the duty of our Island delegation to work harmoniously together in pressing the claims of this Province. The Government—the best Government that ever existed—likes to be let alone to pursue what it considers the great objects of its existence, which are the perfecting of the National Policy and the development of the great North West. It would be delighted if the Island delegation magnanimously folded their hands and allowed affairs to take their course. All the Provinces of this great Dominion have their mouths forever open clamoring for docks, railroads, post offices, subsidies, and the Government must listen to them and comply now and then with their demands, which are more less unjust. All the Island members can do is to shout with the rest, and keep on shouting, whether they become hoarse or not, for no one can deny that they, at all events, have a good cause; they have the conditions of a solemn treaty to be fulfilled. It is quite true that the Government carried out many of the recommendations embodied in the report of Mr. Hackett's committee; but there is no reason in the world why they should not carry them all out. And they will, too, if the members from this Province press them. There is nothing like perseverance, mixed with a little audacity.

The Soudan.

THE wars of Britian have been more instrumental in teaching geography than all the schoolmasters in the world with all the maps and atlases thrown in to assist them. How many new names of cities, rivers and countries have we not heard of since the accession of Queen Victoria? Who but the learned traveller heard of Poona, Ashantee, Jullindur, Massowah, the Transvaal, and a thousand other places, before British powder was burned there? And now comes another new name with its cities and important places through the same source—the Soudan, a country occupying the greater part of north Africa, stretching, as it does, between Egypt and Arabia, and bordering on the great Desert of Sahara. Until the Soudan became the theatre of war in which British-led armies perished, but little was heard of it, or of such strongholds and principalities within it as Khartoum, Khordofan, Sennaar, Gondola, Sinkat, Suakin? But, at present, we are on the eve of events which, on account of late political and military movements in that country, may lead to the overthrow of a strong imperial ministry. The changes that have lead up to the present crisis are complicated. The Soudan, until El Mahidi appeared, belonged to Egypt, Egypt to Turkey, and, we might almost say, Turkey to England; while just now the Soudan belongs to no one except it may be El Mahidi, who is moving around therein rather mysteriously with a large army, which, up to this, has carried all before it. This army slaughtered the detachment led by Colonel Moncriff, and the army commanded by Hicks Pasha. It is beseiging Khartoum, Sinkat, Tokar and Suakin, all of which places are sorely pressed and will fall into the hands of the False Prophet before the 1st of March, if General Gordon's diplomacy fail, or if Baker Pasha's Egyptian army, marching to the relief of Khartoum, be defeated. And the probabilities are that it will; and that El Mahidi will rule the roast from Massowah on the Red Sea to Cairo on the Nile. The Egyptian army sympathized with Arabia Pasha, who has been vanquished and exiled by the British infidel; and, as El Mahidi is working against the same infidel influence, it is not likely the army led by Baker Pasha will fight against the Mahommedan leader with any great amount of enthusiasm. Indeed they have deserted or run away like sheep up to this when brought into contact with the Mahidi's troops, who are men of altogether different stamp. They are fanatics and they are robbers, the best materials possible in an Eastern army, as Mahomet learned to advantage in the early part of his career. Whether they can stand against a British force, however, remains to be seen, with which they will have to try conclusions if they manage to defeat Baker Pasha, and then march north towards Cairo. The British Government would only be too happy to leave them in possession of the Soudan if it was merely a question of its occupation were involved. But now-a-days one can hardly travel a dozen miles in any part of the world without knocking up against British prestige, and that is precisely what our Sable friend, the Mahidi, is doing. He is heading a Mussulman crusade, which, if successful, would awaken the fanaticism of 40,000,000 of our Mahommedan subjects in India, and that must not be permitted by any means. There is also a ridiculous side to this Soudan business. It appears the Turks would be only too happy to re-conquer the Soudan if allowed, but this the British will not hear. Why, Heaven only knows, as the place is really not fit for a British soldier to die in. It is what the late esteemed Thomas Carlyle would call one of the "inscrutabilities" of international politics. The British Parliament is now in session, and if within a few days Khartoum be not relieved, or something brilliant achieved by Baker Pasha in the Soudan, the Conservatives will attack Mr. Gladstone's Eastern policy and perhaps succeed in ousting him.

A WAR against American landlordism has begun in Texas, is spreading to Arkansas, and no one can tell where it will stop. English lords and American speculators have taken vast tracts of land in the South Western States of the Union and fenced them for cattle ranches. Some of those ranches contain as many as one hundred thousand acres, and are fenced in all round. The Texans have commenced the war against land monopoly by destroying three thousand miles of wire fence, said to be worth millions of dollars. The anti-monopolists assemble in crowds of a hundred or more, mounted, masked and armed with instruments neatly adapted to tearing up wire fences. They then separate, each man having a section given him, and the morning after wire can be had for the picking up outside the monopolist ranches in Texas. The State seems helpless or unwilling to interfere, and the monopolists have not much sympathy from Congress. Indeed, the cry against land grabbing by foreign speculators and railroad corporations has grown so loud and so angry that the Senate has cancelled one large railroad grant, and will, it is thought, cancel many more. The voice of the American democracy so wills it. The great cause for surprise is that the grangers of Texas and neighboring States have waited so long before taking action.

The Pacific Railroad.

THE Opposition intend making the guarantee to the C. P. R., and the railroad policy of the Government generally, a basis for attack this session, as they did last year; and, from present appearance, with about the same amount of success. The country has got it into its head that the building of the railroad is necessary to the opening up of the Northwest with its illimitable resources, and is determined that the tactics of an unpatriotic minority will not interfere with the policy of the Government. The Grit papers are circulating all sorts of rumors concerning the railroad, in a skirmishing way, previous to Mr. Blake's grand attack in force. They did the same last year, with, to them, disastrous results; but they imagine obstinacy resembles the virtue of perseverance, and that some of the mud they are flinging around so liberally will stick. Two years ago they got up a bogus Pacific railroad company of their own, which would build the road for $25,000,000 less than the real company. This was a herring drawn across the track, but it did not work. This year they have brought the Grand Trunk forward, which offers to take the road over from the Syndicate and complete it without any further concessions. Magnanimous Grand Trunk! How liberal it has become. Better for the Grand Trunk to look after its own business and be more careful of the lives of those who trust themselves to its keeping. What the Syndicate ask of the country is a temporary loan of $22,500,000, for which ample security is offered. This security consists of the whole road as it is built up to this, from Callendar west, including rolling stock, equipment, steamers, stations, and the balance of the land subsidy guaranteed by the Dominion Government, worth over $90,000,000, exclusive of a first mortgage of $5,000,000. In answer to the question asked by the enemies of the national undertaking why it is the Company is in need of a loan at this juncture after the assertions lately made by Mr. Stevenson that it would not be required, the President says that while the absolute assets of the Company are as real and as good as he described them, the depressed condition of the world's stock market is such, and will remain such for some time to come, that the bonds of the Company cannot be sold except at a very great sacrifice. Within the past year it is known that the stocks of the railroads of the North American continent have shrunk to the enormous extent of two thousand millions of dollars; and it would be too much to expect that the bonds of the C. P. R. should prove an exception. It is evident, therefore, from this shewing, that if the Syndicate threw the balance of its stock on the market under existing circumstances, it would have to be sold at a ruinous sacrifice. The Company has made a statement of its affairs which is so plain that it is capable of comprehension by the meanest intellect, and so truthful that it stands even the shock of Mr. Blake's criticism, searching and vigorous as that criticism naturally is. Under the contract with the Government of Canada it has now earned $12,289,211 of the guaranteed subsidy, leaving a balance $12,710,789 of the total cash subsidy of $25,000,000, while of the land subsidy it has earned 13,765,705 acres, of which it has sold 3,753,400, leaving in its hands an earned balance of 10,002,705 acres, and unearned of 11,244,295. The balance of the land available which it has not yet earned is 21,246,600, which may be put down among the assets, and which, judging from the average price of $2.36 already realized for land sold, will realize $50,142,920. In addition to these assets the Company has the amount it has expended on the work up to this, or in all $54,000,000, of which $33,000,000 has been for their own funds. If these assets do not entitle them to claim a loan of $25,000,000 for a national undertaking reasons others than those advanced by its enemies must be given before the Government can refuse it.

Editorial Notes

HENRY VILLARD is now a bankrupt, and every one pities him. He had millions—in scrip—a year ago, now he is not worth a dollar. Nevertheless we are pretty safe in assuming that Mr. Villard is well clothed, well housed, and well fed; bankrupts on a large scale generally are. The newspaper writers who cry such tears of ink over Mr. Villard should have also a little compassion on those who, through no fault of their own, have been always poor and wretched.

THE two branches—Traverse and Tormentine—by which the Intercolonial and Island railroads are to be united—in so far as that can be done, are now in course of construction, and it is fondly hoped will be completed next summer, or, at all events, early in the fall. In view of this consummation, devoutly to be wished for, would it not be as well, so that there may be no delay, that piers be constructed as soon as possible, and all the other necessary steps taken on both sides to facilitate navigation between the Capes the moment the railroad connection is made?

As with judges, so with all others who have the misfortune to live in this Province and are in the public service. There is no more reason why a conductor on the Prince Edward Island Railway should work for $1.90 a day while his brother of the Intercolonial receives $2.50 than that an Ontario or Quebec judge should receive $5000 while a judge in Prince Edward Island should be content with $4,000, or less. In the case of the conductors the grievance is more marked, because they are really harder worked than those on the Intercolonial. The Intercolonial conductors are paid extra for fighting against the snow, and also when they run more than one hundred miles per day. Why not equality in the pay at the very least?

NOTES FROM THE CAPITAL.

(*From Our Own Correspondent.*)

OTTAWA, Feb. 1.

Both Houses of Parliament are in the full swing of business, and not too soon, for it is evident the session is to be a long and an arduous one. It is the intention of Mr. Blake to take almost exclusive charge of the Pacific Railroad criticism, and much good may it do to him. It would be absurd to deny that criticism is not good, and that it is not necessary for the Opposition to have a watchful eye even upon the best of governments; but hypercriticism is another thing, and that is what Mr. Blake is indulging in. Mr. Mackenzie knows a good deal more of Pacific Railroad matters than his leader; but that gentlemen is not well, and so the task devolves upon Mr. Blake. The information he has already moved for in this connection will cost the country over $10,000, which is money wasted, as all objections will be met and questions answered when Sir Charles Tupper makes his great speech on the C. P. R. policy of the Government. But if the information were refused, there would be a great howl of rage that would wake up the echoes from Charlottetown to New Westminster.

The annual discussion upon the means of communication between Prince Edward Island and the mainland was introduced by a motion for the reports of Steamboat Inspectors on the hulls of the several steamers employed in that service. The Opposition contended that the Minister of Marine had been too strict in his enforcement of the law, and that as a consequence two or three passenger steamers had been ordered off the route. No doubt if the Minister had not stopped these steamers after the report of the Inspectors he would have been severely censured by the same men had any loss of life or property occurred during the late fall months.

The Toronto *Morning News*, in reference to this discussion, says:

> This (24th) was one of P. E. Island's field days in the House. Whenever any question concerning that diminutive Province comes up every one of its representatives feel bound to speak on it. There are only six of them, but they try to make up in noise what they lack in numbers. The trouble on this occasion was the Island's standing grievance—communication, or rather want of communication, with the mainland. It seems that the Government Inspector refused to grant certificates to the mail steamers which ply between the Island and the mainland on the ground that they were not securely equipped.
>
> Mr. Davies claimed that the inspection had not been properly made, and that an injustice had been done to the Island.
>
> McIntyre said ditto, and that the Government ought to be ashamed of itself.
>
> Yeo said ditto, ditto.
>
> McDonald said ditto, only the Government weren't to blame.
>
> Hackett said ditto, ditto.
>
> Breken said nothing.

The *News* is an independent paper, but inclined to be just a little facetious.

Mr. McLelan said, after the *Northern Light* debate had been concluded:

> I would say for the information of hon. members from the Island, that in addition to exercising care that the *Northern Light* is kept in as good a state of repair as possible, considering her age and the hardship of the service in which she is engaged, we provided a new boat to take the place of the steamer *Glenelg*, and in view of this peculiar service, I had a vessel constructed of wood instead of iron, so that in case of accident to the *Northern Light*, by which that vessel might become disabled, the new one could be put on for this service. It is my intention to ask Parliament to provide means for so strengthening her that she shall be able to take the place of the *Northern Light* in case that vessel should become entirely disabled. I am told that with but very little additional expense, and very little change in the model, she can be made as fit for going through the ice as Newfoundland whaling ships. I think a vessel thus constructed will be able to attend to the summer navigation, and in case the *Northern Light* should become disabled, will be available for winter service.

Sir John submitted his annual report on Indian affairs on the 28th. From the papers connected with the report much hope is entertained that ere long the education of the Indians will lead to that degree of self-government among them so anxiously looked forward to by their best friends.

The principal features in the Guarantee to the Pacific Railroad Bill introduced by Sir John are: The time for the payment of the balance of $25,000,000 to secure 3 per cent. dividend is extended from 1st February next to the 1st of February, 1888, the deposit of $859,100 for the purchase of the guarantee is to be returned; a loan of $22,500,000 to be made to the company from time to time as the work proceeds, the company mortgage the whole of the main line branches, equipment, steamers, and all real and personal assets to the government; they pay the government 4 per cent. on this loan; they give the government the $35,000,000 balance of capital stock unissued as a further security; they also give the government 21,000,000 acres of land unsold, and the proceeds of the land sales are to be used to repay the government loan.

You have ere this learned by telegraph of the death of two of Canada's distinguished men in the persons of Senator Bourinot and Alpheus A. Todd, C. B. The former was Senator for Cape Breton, and seventy-nine years old when he died last Tuesday of appoplexy. Mr. Todd has a British reputation. His parliamentary works have become standard, and are almost as frequently quoted as those of Sir Erskine May as authority on rules and regulations. As the salary attaching to this position is a good one—3,400, I think—many are the applicants for it. Mr. Griffin, of the *Mail*, is spoken of amongst others; but it is generally conceded that Mr. Alphonse de Celles, the present Assistant Librarian, will be the fortunate candidate. Mr. de Celles is a clever man and a good scholar. He was for many years one of the editors of the *Minerve*, and is, perhaps, about the best qualified man within the circle of probables for the place.

Short as the House has been in session there has been time sufficient for a smart passage-at-arms. It appears that Mr. Robitaille, Lieutenant Governor of Quebec, bought some land in the North West some few years ago in common with several other public men, Liberal as well as Conservative, for which he paid the price of three dollars an acre. Mr. Robitaille, it is said, intends settling in the North West, and is, therefore, not a speculator in any sense of the word. Indeed the number of acres purchased is not large enough to give him that name even if he did not settle there; but Mr. Cook, a Grit member from Ontario, thought he would air his wit over it and make a point against the Government at the same time. He, therefore, enquired if Mr. Robitaille intended taking his piggery with him. To this Sir John replied that he did not know, but was perfectly sure if he (the member for Simcoe) went there he would meet with a hospitable reception. This sally brought down the House, and Mr. Cooke retired from the contest filled with virtuous indignation. He should have known it was not safe to ask impertinent questions of Sir John.

Letter from Myles O'Regan.

Mr. Editor:

It was the dead of night; dark and sombre as a hungry Grit looking anxiously around him for a government situation. The moon was wrapped in profound obscurity, while as for the stars they were completely snuffed out. Silently and stealthily I emerged from the Laird Bureau (where I slept) and sped swiftly along Glassy street till I arrived at a certain imposing structure.

"Come," whispered I, "dress yourself and get ready. We have to cross the Capes to-night *en route* for Ottawa."

"I am ready," he answered, sorrowfully; "the motto of our illustrious house is *Toujours pret*. But why are you taking me to Ottawa?"

"There lives in the Capital a friend of mine who will take your measure and make you a new back bone. You will then be useful to me and the party, whereas, at present, you are not. I shall also have you measured for a new pair of spectacles, for I find that you need them badly, your moral vision being very oblique and distorted. Ask me no questions and I'll make a man of of you. Come along."

"This reminds me of old times," he said, a little more cheerfully; "but alas, my friends are no longer in power, and I can't findl a sale for any influence I may possess on the Island. The Grits took me into the cabinet and made me a governor."

"Come, none of that nonsence with your partner in the Bureau; what did you really run away for!"

"I hardly knew myself. I was in mortal terror lest the finances of the Island would choke me. I got up out of my hammock intending to drown myself, but, somehow or other, something or other prompted me to direct my steps to Ottawa."

"Did you walk all the way?"

"No, I got a pass over the Intercolonial and tramped the rest of the distance; out, as I have remarked, I had friends in Ottawa then. I have none now; excuse these tears."

"Weep away, my friend, and relieve your overcharged heart. But you are mistaken as regards having no friends."

"How is that? Ain't I a Grit?"

"Perhaps. But are your political opinions indelibly stamped on your soul? Would nothing induce you to turn Tory?"

"Great Mahomet! Why I am willing to turn anything that pays. But there is, unfortunately, nothing left to sell. They have busted us everywhere and my influence is gone for ever."

"Did you ever have any?"

"No, but I had something as good. I had any quantity of brass."

"And you have it yet. It is I, your colleague, who tell you so."

"But why do you take such an interest in my affairs, Mr. O'Regan?"

"You have, no doubt, read Aladdin and the wonderful lamp, and remember the magician who knew where the lamp was, but was not permitted by the invisible powers to procure it himself. In fact he knew that only one person in the world could; that was Aladdin, and he found Aladdin."

"Well?"

"Well, can't you see I am in the same position as the magician. It is written in the book of fate that I am to achieve great things in this world, but that I must be assisted by a man having no backbone, and who is yet the greatest slanderer of the age. I have travelled all over the world in search of this individual, and have found him in Prince Edward Island. Thou art he."

"And shall I gain nothing as your utility man?"

"Yes, I shall have you made Lieut-Governor of Sable Island. Speak to me no more just now. I would commune with my own thoughts."

By this time we were fairly on the ice between the Capes. It was surprising with what rapidity we covered the ground. My companion drew the sled and kept himself warm by pulling; while I, who was on the sled, felt a trifle cool. But it was very pleasant; and I could not help admiring the long strides with which he went over the ground. When we reached "Jolly" he waded with me on his back, and when we again encountred the ice I jumped on the sled and my colleague of the Bureau drew me swiftly along. We arrived at the Caravanserai of Thomas F. Allen, Esq., at five o'clock in the morning and knocked at the door. In a moment a head was put out of the window, and a voice said in polished accents:

"Who is there?"

"Two travellers who want rest and a breakfast preparatory to crossing to Amherst Railroad Station."

"Ah, excuse me for the seeming rudeness of my remark; but whom have I the honor of addressing?"

"Myles O'Regan and a newspaper editor."

"Very good. I shall be down immediately. I love the press very dearly, Killaloosyah."

The door flew open a few moments later and Mr. Allen and a number of the servants of the Caravanserai appeared, each bearing a lighted lamp and ushered us into a fine suite of apartments, in which all the luxuries and improvements of the age jostled one another, but were not visible to the naked eye.

"Gentlemen," said Mr. Allen with that Chesterfield demeanor which sits so well upon him, "pray excuse the unprepared state of your suite of apartments. You should have telegraphed me that you were coming; but, never mind, I shall do my best to make you feel thoroughly at home for the few hours you remain here. Here Georgiana, show the Chevalier O'Regan to the sumptous apartment on the right, in which the Prince of Wales slept when he was here a quarter of a century ago; while this tall gentleman with the quill behind his ear can be placed in No. 233. Would you like a little Curacoa, Mr O'Regan?"

"No, thank you, Mr. Allan; but perhaps the editor wishes to refresh himself?"

"I never take anything stronger than warm water," said the editor with a wink. "You know, Mr. Allan, the same I am accustomed to when crossing between the Capes."

"Of course I remember. We have all sorts of water here, gentlemen, from brandy—I mean from the brand new water of Cologne to—to—to—*aqua vitæ*, which, you must know, from your classical education, means the water of life. Victoria, get ready the editor's hot water and take it up to his room. And take care of the rustling of the silken curtains so that it may not disturb the Chevalier. Gentlemen, have you read Edgar Allan Poe? If you have you will remember those beautiful lines:

> But the silent, and uncertain, rustling of each silken curtain,
> Filled me—thrilled me, with fantastic terrors never felt before.

It was a treat to listen to Mr. Allen. He is, perhaps, the politest, most polished and most learned landlord in all Canada. Much, however as we would love to linger and listen to his brilliant conversation, we felt sleepy, and, after bowing profoundly, we were soon lying on our straw and snoring as loudly as circumstances would permit. Four hours later later we ate our breakfast, after a grace and a Killalooyah from our host, started in sleighs to Amherst.

"A wonderful man is that Mr. Allen," said my companion.

"Wonderful!"

"Yes; and were I not editor of the *Patriot* I would like to keep the Cape Tormentine Caravanserai. Yours, &c.,

MYLES O'REGAN.

WE are always happy to chronicle the doings and welfare of Islanders abroad, and amongst them we have to notice Mr. Lawrence Coady, who, we learn, is now Roadmaster in Arkansas. Mr. Coady is a native of Upper Newton, Lot 57. He has attained to his present honorable position by sobriety, industry and attention to business.

Voyage Round the World.

Sexton says Ireland is loyal to the Queen as a constitutional sovereign.

The Nationalists invasion of Ulster is pronounced a complete success.

Gold in paying quantities has been discovered at Placentia, Newfoundland

Of the 113 members of the Iowa legislature, but four are natives of the State.

There is something like a cotton lockout in Lancashire. Cause, overproduction.

General Wolsely thinks England has never had a better army than she has at present.

The roof of a Jesuit College fell in at Madrid and killed a priest and thirteen pupils.

The next English budget will provide for keeping a standard army of 6,000 men in Egypt.

The majority of Smythe in Kent Co., Ontario, is 273, or nearly double his former majority.

The Government is considering the means for connecting Quebec with the Intercolonial Railroad.

The Spanish Government will carry out the treaties of commerce with England and the United States.

At a leap year party in Boston on Friday night, gentlemen patrons were substituted for lady chaperones.

A refugee from El Obeid saw Edmund O'Donovan fighting beside Hicks Pasha. He also saw him killed.

The Government of Ontario propose to open up the license question by introducing amendments to the Crook's Act.

L'Abbe Chabert, a well known teacher of art in Montreal, has been arrested on a charge of assaulting his landlady.

Mr. Temple, Conservative, has been elected to the Dominion House of Commons for York County, N. B., by a majority of 160.

The Mohawk Indians of Brantford vicinity intend to take an active part in the U. E. Loyalist celebration to be held in Toronto.

The Scott Act is in force in Cape Breton. But nevertheless $10,948 were collected for duties on liquor at North Sydney last year.

At a meeting of Socialists in Paris, a resolution was adopted declaring that revolution was the only means of ending the labor crisis.

Since the opening of the Suez canal tea has, 1879 excepted, declined each year in price. It has never been lower in England than now.

Mill-owners of Oldham and Blackburn, in Lancashire, have decided to reduce the production of their factories by working short time.

Mr. O'Donnell, Home Rule M. P. for Dungarvin, intends at the close of the session to make a literary tour in the United States.

It is rumored that the British fleet in the Mediterranean has been ordered to Alexandria in view of the unsettled condition of affairs in Egypt.

Thirty-three thousand deaths from diphtheria occurred in the province of Kharkoff in the southern part of Russia between the years 1878 and 1883.

Thos. O. Richards, superintendent of the Bull Run colliery, at Pottsville, Pa., was instantly killed by falling down a slope, a distance of 200 yards.

The petition to Parliament for an Insolvent Act, signed by all the city banks and wholesale firms, has been forwarded to Ottawa from Montreal.

Sterk Senoussa has gone back on El Mahidi. He likes British gold and thinks Mahommedanism old enough to take care of itself without another prophet.

The C. P. R. has expended $58,997,377 since the charter was granted the Syndicate, of which sum $37,000,000 was their own, and the balance a Government bonus.

The Spanish Council of State has rejected the proposed new treaty of commerce with England, on the ground that England did not grant enough in return for the advantages given her.

Last week four men named Sidney Fay, Jos. McGilvray, John McDougald and John Fay, were all killed near Port Arthur, on the Pacific railway, by an accidental explosion of dynamite.

The new License Act is having a wholesome effect in Montreal, the number of licenses there having been reduced from nearly three hundred to considerably less than half that number.

A gigantic plot for an uprising of the peasants in Little Russia has been discovered, and many arrests made. Another plot to put strychnine in the Czar's food has also been discovered.

The much-talked-of Austro-German alliance is stated to be both offensive and defensive, both the contracting parties having the right to call on each other for military assistance in case of need.

Advices from Australia state that the crops are in splendid condition. It is estimated that South Australia will have 18,000,000 bushels of wheat for export, and Victoria 7,000,000 bushels.

Six persons were killed and several injured on the 31st by an accident on the Indianapolis and Chicago Air Line Railway, caused by the breaking of a bridge over which the train was passing.

In Wurtemburg the Minister of the Interior has ordered the police authorities to take care that no one of either sex under 16 is permitted, except at wedding festivities, to dance in places of public amusement.

According to the latest statistics the number of Jews in the German Empire is 561,612, or 125 for every 10,000 of the population. In Prussia the average is higher, namely, 133 to 10,000, while in Hamburg it rises to 353.

Herr Johan Frantz Luther heads a colony of Germans, 500 strong, who are on their way to southern California, where they will settle as farmers. They will not even plant vineyards, such is their hostility to all that can intoxicate.

The board of directors of the maritime exchange, New York, have adopted a memorial to Congress praying that there be a less severe penalty than death for the crime of casting away vessels, where only property is concerned.

Portions of the remains of the ill-fated crew of the *Princess Louise* are occasionally thrown up by the waves. Legs and arms torn from the bodies, and almost denuded of flesh, are sometimes found on the shore near the scene of the disaster.

The number of French-speaking inhabitants in British North America is 1,298,929, of whom 1,073,820 are in the Province of Quebec, 102,743 in Ontario, 56,635 in New Brunswick, 41,219 in Nova Scotia, 10,751 in Prince Edward Island, 9,949 in Manitoba, 2,896 in the Territories, and 916 in British Columbia.

Negotiations are said to have been renewed between the Imperial Government and the French for a settlement of the French fishery question affecting Newfoundland. It is understood that commissioners will meet in Paris on the matter, and that his excellency, Sir John Glover, has been asked to assist at the proceedings.

LATEST TELEGRAMS.

BOSTON, Feb. 1.

Andrew Hughes, of Prince Edward Island, was arrested in Bangor, on Monday, for passing a counterfeit check. His accomplice John Robertson, escaped across the boundary.

MONTREAL, Feb. 1.

Mr. F. X. Beaudry, a large real estate owner and money-lender here has entered an action for libel against Capt. Kirwan, the the proprietor and editor of the *Weekly Pilot*, a moderate critical journal published here. It appears that an uncomplimentary word that got into an editorial article is the only cause for the suit, which will not go farther than its entry. The *Pilot* is now published in Ottawa.

OTTAWA, Feb. 1.

The case of the Queen *vs.* the Bank of Montreal occupied the attention of the Supreme Court. The case arises out of the failure of the Bank of Prince Edward Island, and involves the sum of $30,000, being the amount of a check drawn by the Receiver-General through the Bank of Montreal, "a few days before the Prince Edward Island Bank suspended payment. Judgement was reserved.

PARIS, Feb. 1.

La France publishes an account of the negotiations pending between France and the Vatican. The recent visit paid to the Pope by the Crown Prince of Germany has had the effect of rousing Prime Minister Ferry. He has promised to make an effort to ameliorate the condition of the clergy and the dispersed religious orders.

LONDON, Feb. 1.

A despatch from Tobermory, on the Island of Mull, one of the Hebrides, says that six men belonging to a secret society of Mull, have been arrested on a charge of conspiring to destroy public buildings with dynamite, and to subvert her Majesty's Government.

PARIS, Feb. 1.

La France reasserts that Admiral Courbet lately attacked Bacninh and was repulsed with losses equal to those sustained at Sontay. The same paper says the French met twenty-five thousand well-armed and strongly-posted Chinese regulars under the walls of Bacninh.

BOSTON, Feb. 3.

Wendell Phillips, the illustrious orator and philanthropist, died at his residence in this city at 6.15 o'clock on Saturday evening, aged 73. He had been seriously ill only a few days, although the fatal malady, *Angina Pectoris*, has troubled him for a year or more.

LONDON, Feb. 1.

A Cairo despatch says Baker Pasha, with 1,600 troops, landed at Trinkitat on Monday, and an additional body of 2,000 men landed on Tuesday, completing the force for the relief of Tokar. Nearly 20,000 rebels are between Trinkitat and Tokar. The first battle will probably be fought where Captain Moncrieff, the British consul at Suakim, was killed by the rebels, seven miles distant, as the rebels are massing at that point. Small bodies of the enemy which approached within 4,000 yards of the camp were shelled by the British gunboat Sphinx.

LONDON, Feb. 2.

Baron Carlingford, Lord Privy Seal, in a speech at Liverpool said it was necessary for England to retain paramount influence in Egypt. The Irish must have the same rights and privileges as Englishmen and Scotchmen, and the Government would approach the franchise question in this spirit.

ST. JOHNS, Nfld., Jan. 26.

The steamer *Lady Glover* arrived at Portugal Cove this morning, having on board twenty prisoners of the River Head party, who have been committed for trial. A detachment of armed police accompanied them overland to the penitentiary, where they will be imprisoned till the opening of the Supreme Court. Bills of indictment will then be filled aganst them and they will be put on their trial for the wilful murder of Jaynes, Brown and others. The names of the committed prisoners are Thos. Morrissey, Michael Coady, Patrick Harper, Richard Mackay, Nicholas Shanahan, John McCarthy, Wm. Russell, Jer. Sullivan, John Fleming, Richard Fleming, Jno. Walsh, Jas. Quirk, Thomas Duggan, Pierce Wade, Richard Donnelly, Patrick Smokum, Jeremiah Lee, Thomas Bradbury and Nicholas Bradbury. Additional evidence against the Orangemen and Orange sympathisers was taken to-day before Judge Bennet at Harbor Grace. Patrick Quirk, Catherine Shokeros, Bridget Power, Mary Coady and Philip Malcolm were sworn. Their testimony went to show that Head Constable Doyle fired the first revolver shot and commenced the deadly affray by calling on the Orange procession to come on and fire.

ST. JOHN'S NFLD., Jan 28.

The following are the names of the seven Orange prisoners arrested in connection with the recent affray at Harbor Grace: Head Constable Doyle, Josiah Bray, Edward Butt, Edward Ash, Ambrose Williams, James Courage and Charles French. Bartholomew Stapleton, one of the witnesses against them, to-day deposed as follows: "I saw Doyle raise his hand and cry out, 'Fire,' and immediately heard the report of a small fire arm. I saw ten men on the south side of the Orange procession with guns. They were Orange sympathizers." Then the witness identified Edmund Butt as one of those with guns. Witness would not swear that Doyle fired a pistol; that he was watching Doyle but only saw him strike his leg three times and sing out, 'Fire.'"

ST. JOHNS, Nfld., Jan. 29.

Three important witnesses against the Orangemen were examined to-day, Mary Purcell, Ellen Gardner and John Glavine. Mary Purcell identified the Orange prisoners, James Courage and Charles French, as carrying guns alongside the procession. Ellen Gardner sworn: "I saw ten or twelve men carrying guns walking along with the Orange procession towards the Pipe Track road. A few minutes after I saw three men retreat; they stopped a moment and I heard one of them say:—'Why, we ran like sheep, and shot one another.' James Glavine, one of the River Head assailants, deposed; "If the Orangemen turned down the Pipe Track road we would not have interfered with them. We were standing on our own ground. When we left our homes we had no guns. When the procession came up to us Doyle was ahead of them. Two of our men, Pierce Wade and James Quirk, went to Doyle and said 'turn them down the Pipe Track road for peace.' Doyle said 'No, come up boys,' addressing the procession, 'now is your time.' A second after he struck his right hand on his right thigh three times and said, 'Fire, fire, fire.' Then Doyle fired with a pistol or revolver. He was close to us but moved back two paces before he fired. After the shot Pat Callahan's exclaimed, 'my father is shot.' Doyle was in full view of me when he fired. After Doyle fired the guns went off faster than a man could count them. I won't swear they all came from the Orange side. God only knows where they came from."

ST. JOHN'S NFLD., Jan. 30.

The Crown case against the Orange prisoners was terminated to-day. Ambrose Williams was discharged, the evidence failing to sustain the charge. Head Constable Doyle and the other five prisoners will be committed to-morrow for trial. The evidence given to-day against them was very strong.

Judge Bennet having read the charge to the six prisoners, asked them if they had anything to say, and Head Constable Doyle and Jas. Courage said they desired to make some statements, but the Judge declined to hear them until after the recess and with their counsel present.