

## NEWS OF THE WEEK.

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Those who wish to secure pleasant and profitable reading matter for the winter evenings should note our exceptional offer which appears on page three. For \$2.00 in cash we undertake to send *THE CRITIC* to any subscriber for one year, supplying him in addition with forty-five of the most readable of readable books. Those who are renewing their subscriptions, as well as new subscribers, should take advantage of this offer.

The yacht race for the Lorne cup, which took place last Saturday, was won by the *Lenore*.

Robbins' circus arrived at an early hour yesterday, and gave a very creditable parade during the morning.

The *Kingston News* is authority for the statement that Erastus Wiman is a nephew of the Hon. Wm. Macdougall.

The Intercolonial authorities would confer a boon on the public by constructing a staircase up to Lockman St., inside the railway enclosure.

A "Tally Ho!" coach has been constructed by J. M. DeWolfe for the Halifax Street Railway Co. It will be hired to picnic and excursion parties.

The nineteenth annual meeting of the N. S. Medical Society was held at Truro last week. Dr. W. McKay, M. P. P., was elected president for the coming year.

Last Saturday a very interesting cricket match took place between the Wanderers and the York and Lancaster team, the former being the winners by a score of 86 to 54.

L'Abbe Casgrain, of Quebec, is making a tour of the French districts of Nova Scotia, for the purpose of gathering material for the closing chapters of a work on the Acadians, which will be published in Paris some time during the year.

President McLellan, of the Maritime Bank of St. John, was released from custody on Tuesday, and immediately started for the States, in order, it is said, to escape criminal proceedings, which were to have been taken against him.

No sooner was *THE CRITIC* issued last week when the news came to hand of another addition to the singular mortality among members of Parliament, that of Lt.-Col. Duchesnay, M. P., for Dorchester, and a nephew of Cardinal Taschereau.

The two grand lodges of Good Templars were re-united last week at New Glasgow. On Thursday evening a large and enthusiastic temperance meeting was held to celebrate the event. The Grand Chief Templar, D. C. Fraser, presided, and eloquent addresses were delivered by delegates and others.

The Militia Department sustained a severe loss last week by the burning of the cavalry stables in the citadel of Quebec. Twenty troop horses perished miserably in the flames. Some shells burst, but the powder magazine was saved, or the consequences would have been fearful. As it is the loss is estimated at \$150,000.

The Jubilee committee met on Tuesday, and reported a balance on hand of about \$900. It is the almost unanimous opinion of the citizens that had the arrangements for the celebration been placed in the hands of men who understood their duty, a much more enjoyable time would have been provided for the same amount as that spent on the so-called sports at the riding ground.

We regret to receive the information that the potato-bug has made its appearance on several farms in Upper Newport. Five years ago a few of these pests were killed in our correspondent's fields, and none have been since seen until now. As yet, he informs us, he is able to kill them as fast as they appear, but he fears he will ultimately have to resort to Paris Green. On both occasions of their appearance the eggs have come on potatoes from infected districts.

The Listemann Concert Company of Boston, consisting of Fanny Kellogg, the eminent oratorio and concert soprano, Abby Clark Ford, contralto, George N. Hoyt, tenor, G. B. Ronconi, basso, Bernhard Listemann, the great violinist, and Ronconi, the flute virtuoso, have been engaged for two concerts to be given at Orpheus Hall, July 28 and 29. Owing to the limited accommodations of the hall, the management have opened a subscription, by which names may be registered and tickets secured immediately. A list has been opened at the warerooms of the Halifax Piano and Organ Co., where subscribers will be attended to. As the reserved seats have been placed at the very low price of 75 cents, intending subscribers should apply at once if they wish to secure seats.

On Sunday last three midshipman of *H. M. S. Canada*, named Francis J. Taylor, Henry G. Jenkinson, and Archibald A. A. Stewart, having obtained leave to come on shore, and hiring a sail boat proceeded to Bedford. It is reported that on the way up they ran ashore, and in order to float the craft threw out some ballast. They remained at Bedford some time, and shortly after 7 o'clock left to return to the city, and were compelled to beat down on account of there being a strong south wind. They have not been seen since, and as it was very squally it is thought that in one of the heavy gusts the boat was capsized, and went down with its unfortunate occupants. The only traces were the recovery of their three hats, and the rudder and an oar belonging to the boat, and little doubt can be entertained as to their fate. Everything possible has been done by Captain Beaumont and the officers of the ship to recover the bodies. Mr. Taylor was a little over 16 years of age, and the other two 15 years old. They were great favorites with officers and men, and their death has cast a gloom over all on board the *Canada*.

We have pleasure in noticing a feature of good regulation on the part of the authorities, and honesty on the part of the drivers of the Street-car Company. A few days ago we left a small parcel in one of the cars. It was of no great value, but might easily have been appropriated. It was, however, worth the trouble of writing a line to the Superintendent. In a day or two it was delivered to the address we gave.

We would suggest to the managers of this highly useful public convenience the consideration of obtaining power to erect something of a shelter for passengers at the railway terminus, corner of North St., and also that they should, if possible, arrange to have three cars going south, at that spot, to meet the Truro accommodation at 9.15, the two cars which meet it at present being habitually overcrowded.

Mr. Currie, who was seriously wounded last March, while exhibiting the highest courage and determination in defending the Merchants Bank at Antigonish from robbery, seems to be thought by a portion of the Press to have been "deservedly rewarded" by the presentation of a gold watch and a complimentary letter. It is possible that, in their internal arrangements, the Directors may have more substantially testified their sense of Mr. Currie's devotion; otherwise we certainly cannot concur in the opinion that "a brave deed was deservedly rewarded." We should have thought, taking into consideration the nature and amount of the property so gallantly defended, that a sum of two or three thousand dollars would have been but an adequate mark of appreciation.

The preliminary examination of William Millman, who was arrested on the charge of murdering the girl Mary Tuplin, at Margrave, P. E. I., was concluded on Friday last, and resulted in his being committed for trial at the next term of the Supreme Court, which it is said will not meet till January next. During the examination the father of Millman swore that his son was at home with him on the night that the girl disappeared. Immediately on his making this statement he fell in a fainting fit, and when he recovered withdrew the statement, and stated that he was absent from home that evening till almost eleven o'clock, and that when he arrived home his son was in the house. It is reported that the prisoner's mother has become insane since his arrest. The other prisoner, Bryenton, who was charged with complicity in the murder, has been discharged.

The Jubilee yacht races, which take place at Halifax on the 16th, 17th, and 18th of August, will attract a large number of visitors from Canada and the United States. The occasion is looked forward to with great interest, as yachts from New York and Boston are to compete. Every effort is being made by the N. S. Yacht Squadron to make the affair a success, and to entertain the visiting yachtsmen. Very valuable prizes are offered, Mr. Sheraton, of the Queen hotel, offering a \$200 cup for competition by the Nova Scotia Yacht Club, and both Mr. S. and Mr. Hesselein, of the Halifax Hotel, place rooms at their disposal during the Regatta. The thanks of the citizens are due to Mr. Sumichrast for the large amount of time and labor spent by him in arranging for the races, and in working up an interest among the yachtsmen of the States.

The steamer *Merrimac*, which sailed from Halifax for Boston on Saturday afternoon last at four o'clock, ran ashore at Little Hope Island, near Liverpool, about 12 o'clock the same night. From one of the passengers we learn that after the ship struck she rolled and tossed heavily upon the rocks for about five minutes. A crowd of male and female passengers rushed up on deck in their night-clothes, the latter shrieking, screaming, and making heart-rending appeals. For a short time the scene was one of the wildest confusion, very few of the passengers having anything on but the scantiest clothing. The officers seemed to have been powerless to quiet the terrified crowd. There were seven boats and two life rafts on board, and these were lowered, into four of which the ladies and children were placed and, in charge of the first officer, were taken to Catherine's River, a point on the mainland about four miles distant from the wreck. The second officer succeeded in getting on to the Island and making a rope fast to the rocks, and the male passengers and crew got on the life rafts, and by means of the rope were enabled to propel themselves to the shore. All had left the ship by eight o'clock, the last one being Captain Crowell, who, while directing the launching of one of the boats, was by a sudden lurch of the vessel thrown against the smokestack, and had several ribs broken. Everything possible was done by the people at the lighthouse and Catherine's River to make the unfortunate passengers comfortable, many of whom lost all their baggage, and some were found to be only half clad. The escape of the whole of the passengers and crew was miraculous. Complaints are made by almost all of the passengers that a number of the crew made a raid on the staterooms, cut open bags and valises, scattered articles of apparel about in every direction, and stole jewelry, money, and articles of value. A quantity of liquor was obtained by them, and in a short time they became drunk, quarrelled with each other, and made little effort to save those on board. One gentleman had stolen from him a set of diamonds worth \$250. Other passengers state that the charge of robbery is overstated, and that not many more articles were lost than is usually the case under similar circumstances. They say also that everything was done by the officers and crew to minister to their safety and comfort. Halifax captains say that the steamer should have been at least five miles from shore, and the captain is severely blamed for the disaster. According to a statement of the pilot the compass of the ship was out of order. It is fortunate that the night was not dark and stormy, otherwise there would have been a great loss of life among the passengers, who numbered nearly one hundred. The steamer is a total wreck, her bottom being entirely gone. She was built in Boston in 1854, and during the civil war was engaged in carrying northern troops to the South. The cargo, which consisted principally of fish, was only partly insured.