OUT OF THE FRYING PAN

Has come not a little knowledge as to cookery-what to do, as well as what not to do. we have learned to usel-COTTOLENE, the most pure and per-

ing material for all frying and shortening purpo PROGRESSIVE COOKING

is the natural outcom of the age, and it teaches us not to use lard, but rather the new shortening, COTTOLENE, which is far cleaner, and

more digestible than any lard can be. The success of Cottolene has called out worthless imitations under similar names. Look out for these! Ask your Grocer for COTTOLENE, and besure that you get it. N. K. FAIRBANK & CO..

Ington and Ann Sts.,

GRAND MAMMOTH DRAWING!



Louisiana State Lottery Company.

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

FAMED FOR MORE THAN TWENTY YEARS FOR INTEGRITY OF ITS DRAWINGS AND PROMPT PAYMENT OF PRIZES. Attested as follows:

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 facto use this certificate, with fac our signatures attached, in it



We the undersigned Banks and Bankers will pay all Prizes drawn in The Louisiana State Lotteries which may be presented at Jno. H. Connor, Pres. State Nat'l Bank. A Baldwin, Pres. New Orleans Nat'l Bk.

MAMMOTH DRAWING t the St. Charles Theatre, New Orleans, Tuesday, June 13th, 1893. Capital Prize, \$150,000, 00,000 Numbers In the Wheel.

999 Prizes of \$40 are..... PRIZES. 3,434 Prizes..... PRICE OF TICKETS.

Club Rates, \$55 worth of Tickets for \$50.

SPECIAL RATES TO AGENTS.
AGENTS WANTED EVERYWHERE IMPORTANT.

SEND MONEY BY EXPRESS AT OUR EXPENSE IN SUMS NOT LESS THAN FIVE DOLLARS. on which we will pay all charges, and we prepay Er press Charges on Tickets and Lists of Prize forwarded to correspondents. respondents.
Address PAUL CONRAD.
New Orleans, La

Give full address and make signature plain. Congress baving lately passed laws prohibitin the use of the mails to ALL Lotteries, we use th Express Companies in answering correspondents an s use of the arms of the sent on applie anding Lists of Prizes.

The official Lists of Prizes will be sent on applie tion to all Local Agents, after every drawing, in standard to the sent on the sent on applie tion to all Local Agents, after every drawing, in standard to the sent of the sent o ATTENTION.-After January 1st, 1894

N. B.—The tickets for the July drawing, and al others thereafter, in addition to the usual endersements of J. A. Early and W. L. Cabril, will bear that of the new commissioner, CH. J. VILLERR, the successor of Gen'l G. T. Beauregard, deceased. There are so many inferior and dishonest schemes on the market for the sale of which vendors receive normous commissions, that buyers must see to it, and protect themselves by insisting on having OUISIANA STATE LOTTERY TICKETS and



ted bank cheque payable to the order or of Public Works, equal to five per cer The Department does not bind itself to accept the lowest or any tender.

By order, E F E ROY,

Department of Public Works, } Ottawa, 27th April, 1893.

LAND FOR SALE.

February 27th, 1893.

Miramichi Advance.

OHATHAM, N. B., - - JUNE 1, 1893.

Prof. Stockiev and Canada. Canadian elections, in his recent article ecclesiastical dignatures ever coun- were compelled either to be under such inn Macmillan's magazine, the St. John Sun intimates that the scenes described are said to be events in the last provinhowever, evident that the Sun does not believe that they ever took place, but

"If the events occurred as Professor Stockley describes them, the election is prebably without a parallel in Canadian political campaigns of the present day. It would be a pity if it should prove that the professor stockley, who would not knowingly circulate falsehoods about his adopted country, has been correctly informed it is unfortunate that, since he must write up the humors of the election for English magazines, his lot had not been cast in the locality where the humor would have been of a less ghastly character. The English reader will of course consider that the seenes described are typical. In that case nothing could possibly be written more calculated to bring Canadians into contempt than such stories as those told above. If such cocurrences were typical, or even frequent transactions in Canadian elections it would be abundantly clear that the people of Canada are no more fit for free institutions than the principal of the professor stockholders. They wind the province of New Brunswick, with a view to having the common schools in school districts to the great loss and in jury of the ratepayers in said school districts.

9. That the course pursued by the said school is usefully stoned that the same day.

1 therefore beg most respectfully to present to your honor the following matters of complaint in the premises:

1. That the Rev. James Rogers, Roman reases the costs of maintaining schools in said districts to the great loss and in jury of the ratepayers in said school districts.

1. That the same day.

1. That the Rev. James Rogers, Roman reases the costs of maintaining schools in said districts to the great loss and in jury of the ratepayers in said school districts.

1. That the same day.

1. That the course pursued by the said schools much as sustaining the and in rendering the public common schools in said districts less useful than they otherwise would have been, have greatly in the said school districts.

1. That the course pursued by the said schools much such of sustaining the and in rendering

much about Canadian affairs until he learns something more than he seems to know of the country. He has evidently come here from Ireland full of pre-conceived notions about the Dominion, and somebody has given him the kind of "yarns" he was in search of with which to confirm them. If we mistake not, he has figured in some of the local papers as an academic, or amateur politician, so that he has practically advertised himself as a coming light in the political arena, and as

water. Canadians who do not reliable having their country and its institutions alandered in Great Britain will, however, regret that Professor Stockley had not sought some other place when he turned his face towards North America, or that he had not found some position outside of the New Brunswick University from which to aim his attacks upon "the country of his adoption."

Betall as wide as the aisle in an America, and some a Sunday in the Roman Catholic their several homes, having their country and its institutions alandered in Great Britain will, however, regret that Professor Stockle ley had not sought some other place when he turned his face towards North America, or that he had not found some position outside of the New Brunswick University from which to aim his attacks upon "the country of his addition."

Britain as wide as the aisle in an America, or the said conventual schools hours and before the said pulls have departed to their several homes, having their country and its institutions slandered in Great Britain will, however, regret that Professor Stockle ley had not sought some other place when he turned his face towards North America, or that he had not found some position outside of the New Brunswick University from which to aim his attacks upon "the country of his adoption."

Britain as wide as the aisle in an America, or their the organ, accurately because there are other squeres of require souched before the said pulls and control their several homes, the defend comewhat upon the attendance but which cannot asye to be made accurately because there are other squeres accurat

St. John Liberal Convention.

Millan was chosen chairman. The fol-Mr. Blair's speech was exceedingly good, idea of the coming convention at Ottawa. which augured well for Liberals through-

WILLIAM FORREST, Rock Heads. were Protestants. Every Irish rebellion also closed.

headed by a Protestant; all the Irish grammar schools was done in order to make leaders, who amounted to anything, with it necessary as far as possible that the chilthe exception of Dan O'Connell were dren of Protestants should be compelled to Protestants, Wolfe Tone was a Protestant, Emmett was a Protestant, Smith O'Brien, Mitchell and Parnell were all Protestants. The desire of Irishmen for school districts No. 2 and No. 16. Referring to the mischievous and a parliament is a national and not a grade of license was placed in charge of the Referring to the mischievous and a pariament is a handle silly statements made by Prof. W. F. religious aspiration, and it is mere bigotry primary department of the public school in the said districts, No. 16, at the beginning Stockley of the New Brunswick Uni-to pretend that the pope has anything to the said districts, No. 16, at the beginning do with a movement which few high of the year 1892, and the Protestant children

> tenanced. Bathurst School Enquiry.

THE BILL OF COMPLAINTS. cial election in York County. It is, To the Honorable John James Fraser, Judge of the Supreme Court: Your honor having given notice that for ernment, as usual, gets the better of of the said investigation that you require filed in the office of the honorable the Provincial Secretary, at Fredericton, not later 9. That the course pursued by the said

orders of the Roman Catholic Church to said

very reckless writer, to say the least.

by the Board of Education of the province
trustees to cut down the
in said school districts.

Of New Brunswick for the examination of much about Canadian affairs until he the said members of the said religious teach.

12. That in the county of Gloucester and The attendance so far during the month

On the evening of Thursday last, the Liberals of the city and county of St. John met together to select delegates to attend the Ottawa convention. Mr. C. W. Weldon, ex-M. P. P., called the meeting to order and, and Mr. John Mc-Millan was chosen chairman. The following the meeting to order and, convention. The following the meeting to order and, and Mr. John Mc-Millan was chosen chairman. The following the meeting to order and the mean Catholic pupils.

That in one or more instances Protestant the mean Catholic pupils.

That in one or more instances Protestant the pupils in said schools to so kneel and cross them in said schools to so kneel and cross them selves.

That in one or more instances Protestant the pupils of the said schools to so kneel and cross them in said schools to so kneel and cross them selves.

That in one or more instances Protestant the will see a parallel to this affair in mag to the children have been forced by their teachers in said schools to so kneel and cross them selves.

That in one or more instances Protestant the children have been forced by their teachers in said schools to so kneel and cross them selves.

That in one or more instances Protestant the children have been forced by their teachers in said schools to so kneel and cross them selves.

That in one or more instances Protestant the children have been forced by their teachers in said schools to so kneel and cross them selves.

That in one or more instances Prote

John McLeod, M. P. P., Count de Bury, ing said trustees to rent the convent build-

the Roman Catholic church, in said school Protestant pupils. dealing with many vital questions of the districts, Roman Catholic holydays not be-Liberal policy. He spoke highly of the ing school holidays have been observed in

FAIR FINANCES.

(d) That a French teacher with an inferior The Artistic and Educational Success

ventual schools. (e) That a teacher obnoxious to the Protestant rate payers in said school district No. 2, was placed in charge of grammar school in the hereinbefore last mentioned school district at the beginning of the present success from the artistic and educational its anxiety to prejudice the local gov- the more convenient and orderly pursuing school term, such teacher was not a grammar school teacher, and had been previously dis. ready assured. There never was anyernment, as usual, gets the better of any inclination it might otherwise have to reprove those who assail the good name of the Dominion. The Sun

ferior French teacher or attend the said con-

9. That the course pursued by the said school trustees in so establishing said coning the said is true that from one cause or another

Sanadian elections it would be abundantly clear that the people of Canada are no more fit for free institutions than the original tricts, to bring members of certain religious at the Power Catholic Church to said the Power Catholic Church to sa

practically advertised himself as a coming light in the political arena, and as ready to absorb any information on his pet subject as a dry sponge would lishment of said Conventual schools as aforewater. Canadians who do not relish said, on a Sunday in the Roman Catholic regular school hours and before the said of revenue which depend somewhat no

pupil, from the said public school which she was then attending, and send her to one of the Conventual schools.

That Protestant children nave been in the habit of kneeling in said schools within said school hours and crossing themselves the outlay for international expositions, It may be doubtful if the coming century will see a parallel to this affair in magthe Conventual schools.

(c) That one of the said priests instruct- along with the Roman Catholic pupils.

Millan was chosen chairman. The following delegates were then chosen:

C. W. Weldon, ex-M. P., J. V. Ellis, ex-M. P., J. A. Rankin, Albert T. Dunn,

Board of Trustees of said district, request
Board of Tr

John Sealy, J. E. B. McCready, Richard
O'Brien, George A. Knodell, Georgo McAvity, John McMillan, Edward Lantalum
A. P. Barnhill, John L. Carleton. A. P. Barnhill, John L. Carleton,
Thomas H. Hall, E. P. McAlpine and H.
A. McKeown. The meeting was very
enthusiastic, a large number of Liberal
leaders being present. Messrs. Weldon,
Ellis, Gilmour, M. P., Col. Domville and
Attorney-General Blair made remarks.

All spoke hopefully of the Liberal cause.

All spoke hopefully of the Liberal cause.

As many members of the said religious teaching orders as teachers therein, and in consequence thereof, the said drustees did so engage and occupy a portion of the said convent building for such leaders being present. Messrs. Weldon,
Ellis, Gilmour, M. P., Col. Domville and
Attorney-General Blair made remarks.

All spoke hopefully of the Liberal cause.

All spoke

districts, Roman Cathone holydays have been observed in the public school holidays have been observed in the public schools in said districts, as well as in said conventual schools.

Judge Fraser duly opened his court of enquiry into the Bathurst school trouble this forenoon. C. N. Skinner and George W. Fowler appeared for the complainants;

W. Fowler appeared for the complainants;

It cost more than twenty millions to open the gates. Only nineteen million had been received, therefore the exposition company began doing business Malst with a debt of a million dollars staring the public school holidays have been observed in the public school in said districts, as well as in said conventual schools.

A Subject Which Is Frequently

WILL THE GREAT EXPOSITION PAY?

Discussed.

the World's Columbian Exposition Is Assured Even if the Financial Part Is Not-Cost of the Fair Up to Time of WORLD'S FAIR, May 25. - [Special.] -An inquiry often heard is—"Will the great exposition be a financial success?" In my view it doesn't much matter whether it i or not. The great desire is to make it a points of view. Its artistic success is almillions. Neither railroad rates

How does the Sun know that Prof. Stockley "would not knowingly circulate falsehoods about his adopted country?" Men quite as well educated and of equally good position and reputation have done worse than that before now. We hope his offence is one of ignorance, but it is evident that he is a very reckless writer, to say the least.

Manual issued under and by the authority of the said Board of Education in the year 1892, was, when passing through the press, was, when passing through the press, was, when passing through the press is measured by dividends. They overload the fact that this is not intended as a money-making concern. Its greatest success will lie in affording instruction, inspiration and districts objected to comply with the terms of said regulation as originally passed by said Board of education, and the reason of the is so objecting was that the alteration and change would the better enable such trustees to cut down the rights of Protestants

We hope his offence is one of ignorance, but it is evident that he is a very reckless writer, to say the least.

what the chances are.

BATHURST, May 30.

By opened his court of large more than twenty millions to the second total of \$19,000,000.

It cost more than twenty millions to the second total of \$19,000,000.

It cost more than twenty millions to the second total of \$19,000,000.

ers. More than a score of roads enter the ity, and inquiry has developed that they

AT THE TURN-STILE. are able to carry from 75,000 to 100,000 per-

sons per day to and from the city. Many of these passengers will stay from one to four weeks.

I asked one of the directors of the exposeven million tickets. In the 130 remaining days I expect to see the paid attendance run about like this per day: Chicago people, 25,000; strangers staying in the city, 100,000; excursionists from nearby points who come in the morning and to away at night, 10,000. Total, 135,000 a ay except Sundays, or seventeen millions r all the week days. Say, a grand twenty-five million of the surface of the seventeen millions are steps of the seventeen millions to the morning and the seventeen millions are seventeen millions to the seventeen millions are seventeen millions and the seventeen millions are seventeen millions to the seventeen millions are seventeen millions are seventeen millions to the seventeen millions to the seventeen the seventeen the baggage checking system, interlocking signals, the block system and many other important features of modern railroading, some of which are taken kindly to in England and some of which are any queer they look.

of twenty-live minton admissions, or \$12,-500,000 at the gates."

I think the results will be a little better than this, though not much. If the mangers succeed in taking from twelve to fifteen millions of dollars at the gates they will come out nearly even, for their con cessions will yield them half as much more. The exposition company gets all the way from 25 to 75 per cent. of the the way from 25 to 75 per cent. of the money spent by visitors within the grounds. They get a share from the restaurants, the cafes, the railways, the theaters, the rolling chairs, the boats, popcorn, gum, guides, catalogues, foreign villages, dancing girls, big wheels, shoe blacking, everything. There are about 800 concessionaires, and some of them have as many as eighty cashiers and a thousand embloves.

thousand employes.

If each visitor to the fair spends a dollar a day within the grounds in addition to the price of admission, and the total number of admissions rises above twenty-five millions during the six months, the exposition will return dollar for dollar to its stockholders. There are so many tempta-tions to spend money here, and the aver-age American citizen is so fond of suc-cumbing to such wiles, that it is pretty safe to say that the 800 concessionaires wil after a bit find their money boxes rapidly filling. The visitor finds his luncheon costs him from a quarter to two dollars. He wants a guide and perhaps a catalogue. He must have a ride on the gon-dolas, the movable sidewalk and the sliding railway. The children must see the wild animals and some of the international

1776-1876," and "In God We Trust." Below the seal in gold ground was placed "From the Women of the City of New York." The second banner, near the north derneath the seal was written in blue "From the Daughters of New York to the Sisters of the Union," and over this "The Lord God Be with Us as He Was with Ou

RAILWAY EXHIBIT. Sights To Be Seen in Transportation Building.

ENGLISH AND AMERICAN ENGINES.

The Foreign Locomotive Lacks the Cow-Are Never Bothered by Cows-English and American Sleeping Cars and Day Coaches-An Interesting Comparison. WORLD'S FAIR, May 20. - [Special.] building where a crowd of visitors may always be seen. It is an aisle on one side of which is a typical American railway train. and on the other a train from the London Expression of the conting coveration at Obstance and Section of the conting of the Colorad Reviews (1) and the conting of the Colorad Reviews (2) and the conting of the Colorad Reviews (2) and the c and Northwestern railway of England. A fully equiped English railway train is a novelty, sure enough, and the polite young men kept here for the purpose by the Brit-ish corporation are busy from early morncatcher." This is not needed in England because the track—or "permanent way," as the English have it—is never bothered with cows. The line is protected by fences or walls which are cow-proof. The top of the English locomotive does not look much like one of our engines for many reasons. It has no bell, probably for the same reason that it has no cow-catcher, and for the additional reason that there are few if any grade-crossings in England. The streets and roads are all run under or over the permanent way. The foreign locomotive has a whistle, but it is so little like an American whistle that you would never guess its identity. The top of the big boiler has no huge dome, no ornamental work of brass or iron to win the undying admiration of the small boys along the route over which it runs. It is a locomotive, of course, but it surely doesn't look like one, according to our standard. "The Queen" is the name of this imported flyer. It is an express engine, of the type used to make the rapid runs for which the road which sends it over here is justly famous. One of these locomotives will take a train of ten or twelve English cars, which are not as heavy as our American coaches, and hauli tr from London to Aberdeen, a distance of 539 miles, in twelve hours and five minutes, making a dozen or fifteen stope en route. This is very nearly fifty miles an hour for the whole distance, and is a fast run—faster than any of the long distance runs in America. For shorter distances, such as between London and Liverpool, London and Edinburg, the express speed is fifty-six miles an hour, and is made many times a day and every day in the year.

All these English locomotives are made on what is known as rigid frames. They have dining cars and generally speaking the occupants of the dining cars are the advised to a cond that the calcabe, and this the sound the sale of the dining cars are not locked within their comparations. They post out the sale of the dining the court of the dining the court of the dining the court of the dining th

American people are making ready to come to the fair. The attendance from Europe will not be large, either, a mere bagatelle in comparison with the whole number of admissions.

It is a fortunate thing that Chicago has such extensive hotel accommodations and also that her railroad facilities are the best in the world. Chicago, you must remember, is the greatest of all railway centers. More than a score of roads enter the gent young men in charge of the train explain that by act of parliament a railway company is forbidden to work an engineer more than nine hours, and that stations and signals are so numerous along the line the engineer could not sit down if he wanted to. He says also that no domand for seat has even been made by the div

> n a side also of the rigid frame pattern. Underneath is seen the water-taking de-vice in use on the Pennsylvania and a few other American roads. It is simply a spout which is let down into a trough beween the rails, and the motion of the train causes a stream of water to rise and fall within the tank. This is one of the Dockers' union are to visit the ships of saving the time consumed by filling tanks on the old plan was first used by t London and Northwestern road, and was introduced in this country by an English engineer. In return for this improvement we have given our foreign friends the air-

very queer they look without platforms or steps, and with their doors swinging out-ward. In order to get into one of these coaches as they stand it is necessary to walk up a ladder of four or five steps. But walk up a lauter of the forms are much higher than in this country, and are on a level with the floors of the carriages. One of the coaches is a sleeping car, a sort of English adaptation of the American idea. It cannot be said in truth that it is an im-provement. The sleeping car is forty-two feet long and has accommodations for six-teen persons. The car is subdivided into rooms, though they are not so large of comfortable. The ceilings are oppressively low. The berths are arranged in uppers and lowers as in our cars, but each berth is wide enough for but one person, while in this country two passengers may occupy one berth in tolerable comfort. Each of the English drawing rooms may be closed and locked from the interior and cannot be opened until the occupants turn the key.

The berths are made up before the trainstants on its journey, are, in fact, made up all the time. Therefore the passengers have no place to sit except on their berths, which they are forced to convert into lounges. In practice it is the aim of the railway officials to put the men in one end of the car and the women in the other, as there is much less privacy in one of these drawing rooms—unless, indeed, you have taken the whole room—than in an American sleeping car berth. But of course it is often impossible to do this, and considering that the aisle separating the berths in an English car is not much more than half as wide as the aisle in an American sleeper, and that the occupants of the upper and lower must sit upon the same berth converted into a lounge before retiring or after rising in the morning, it is not surprising that few women traveling alone care to use the sleeping car in Greats Britain.

An attendant great with seah car but he and in the mind and the andience sang. "Brother Norman and the andience sang." Brother Norman and the andience sang. "Brother Norman and the andience sang." "Brother Norman and the strain." The berths are made up before the train

which is a little compartment just large enough for three men to squeeze in. While these coaches are crowded and what an American woman would call "stuffy," they are of splendid workmanship and the bedding and many of the other appointments are of superior quality. There are plenty of racks in which to put luggage, and a device which might be imitased in this country with advantage to the traveling public is a neat, clean box underneath each berth which one may use as a bureau berth which one may use as a bureau for his linen and other articles. Not many ping cars are used in England, in com-son to the traffic. This is due largely

ENGLISH AND AMERICAN TRAINS. the fact that the runs there are ort, the longest journey of a through ain being from London to Iverness, nine-

een hours.

The other coach of this train is a fine specimen of the typical English railway carriage. It is divided into five compartments, two being first class, one second and the other two third class. There is not a great deal of difference between the ittings of the various classes, though there is considerable difference in the fare charged. First class fares run about 5 cents a mile, second class 2 and third class 2 cents. The charge for a sleeping car berth is only \$1.25, no matter what the distance, but a sleeping car passenger must hold a first-class ticket. In the compart-ments the seats are heavily upholstered, with high backs, and extend across the car. A lavatory is attached to each of the

or the station at which he is to alight is written on the slate which hangs on the door of the van. When the train arrives at this station the guard, if he does not forget, will open the door and get the luggage out, where the passenger must claim his property. The American system of checks has been introduced on some of the English roads, particularly for through travel.

nd in mechaniole, superior to the American Walter Wellman

The Hull Strike Settlement. wanted to. He says also that no demand for seats has ever been made by the drivers; and as to the exposure, the company provides storm coats for the engine men. While it is of course true that the weather in England is not so severe as it is in this part of America, visitors wonder why such a simple contrivance as a cab and curtain, in use on all American locomotives, is not attached also to the splendid machines of the English build.

The tender of this English locomotive is much like an American tender, except that it has no trucks, but instead three wheels on a side also of the rigid frame pattern. The long-maintained strike of dock may subsequently be given employment are to be molested, and employers are to be free to dismiss or refuse to employ union men who may be guil'y of threat ening non union employees. No agents or workshops while the men are at work. and non-union emblems are to be worn by the men while they are working. It is also agreed that henceforth there is to be no strike on the part of the men or lockout on the part of the employers without a notice of 21 days previously given by the side initiating the strike or lock-

Anti-Home Rule Meeting as a Counter-blast to Mossrs Cost gan and Our-ran's "Hay-making."

MONTREAL, May 22. - A meeting was held in Windsor hall to-night to protest against the statement made by Mr. J. J. Curran. M. P., at the home rule meeting last week that 90 per cent of Canadians were in favor of this measure. The gathering was not so representative as the rival meeting, but it was equally well attended, about 800 being present, and much more enthusiastic, several of the addresses being continuously applauded. Mr. William Galbraith. GRAND MASTER OF THE ORANGE LODGE of the province of Quebec, who was one of the organizers of the meeting, explained that it was not an Orange meeting-that Orangemen had nothing to do with it: and that it

NOT A RELIGIOUS MEETING. It was simply a meeting of these opposed to home rule. He then read the following

chairman. Among these on the platform were Rev. Father Chiniquy, Rev. Justin Fulton, Rev. Mr. Graham, Rev J. H. Dixon, Major Forbis, Edgar Judge, Dr. L. H. Davidsen,

meeting, declared that while HE ADMIRED MR. GLADSTONE IN MANY he had no sympathy with that gentleman's attempt to sever that great country, Ireland, from the British empire. The home rule bill will not settle the Irish question, because there will not be enough offices for

would-be office bearers, who will continue agitating. Rev. Justin Fulton next delivered an address entitled. "Gladstone and home

rule," in which he declared that Mr. but had always championed the interests of Catholics, as if he were a devotee. The address was full of abuse of Mr. Glads tone and of Catholics and their instructions. It. was loudly cheered and also frequently interrupted. At the conclusion there were CHEERS FOR GLADSTONE, PARNELL, HOME

chairman appealed for order, but was unsuccessful. A prominent young Irishman mounted the platform to ask some questions, but on being informed that the meeting was not a mass meeting, he subsided.

FULTON WANTED MONEY TO TAKE HIM TO Dr. Fulton, after the uproar had subsided somewhat, said that he had become responsible for the bire of the hall, and asked for a subscription to defray expenses, saying that the balance would be used in Chicago, where he was going next week, to raise the banner of Protestantism. The subscription amounted to \$39.85. which Dr. Fulton said was not enough to pay for the hall. THEY "RESOLUTE."

Rev. J. H. Dixon, after a short address, moved, seconded by Mr. William Galbraith, the following resolution, which was adopt

of:—

'That in the opinion of this meeting, while we recognize the high culture and great literary attainments of Mr. Gladstone, his political career has evidenced such vacil lation of purpose and instability of character, as to render him an unsafe leader, having driven from his councils one of the best friends Ireland ever had in the person of the late lamented John Bright, together with such great minds as Chamberlain, Goschen, etc., to say nothing of the alienation of his lifelong supporters, the Ulster Liberals." PETER MITCHELL'S FRIEND, JUDGE TO THE

Mr. Edgar Judge moved, seconded by Mr. A, G. Walford, the following resolution

which was adepted :-That in the opinion of this meeting the fact of the prevince of Quebec being under in a federal compact with a number of Protect the survivious state. in a federal compact with a number of Pro-testant provinces, its peaceful government of late years under a Roman Catholic legisla-ture, with but few grievous acts of oppres-sion, is no criterion that the Protestant minority in Ireland would have their civil and religious rights protected if placed under the control of an Irish legislature, dominat-ed by the Roman Catholic priesthood, and not federated as we are with other row. ed by the Roman Catholic priesthood, and not federated, as we are, with other provinces where Protestantism is predominant and therefore the comparisons of Mr, Blake and Mr. Gladatone in this connection fall to the ground."

the only travelers who enjoy the luxury of meals en route. At the stations passengers from other carriages may be able to get into the dining cars, but it depends upon whether or not there is room. There are also luncheon cars, or buffet cars. The charge for a full dinner on the dining car is only 80 cents.

Everyone has heard of the crudity and annoyance of the English baggage-handling arrangement. Ordinarily, a passenger must see that his luggage is marked with the name of the station at which it is to be put off. Them he must see that it is put in the luggage van and that the name of the station at which he is to alight is written on the slate which hangs on the