CARDINAL NEWMAN.

His Grand Literary Style and Austere Life -- The Unique Power and Glowing Fervor of his Preaching -- Pen Picture of the Great Oxonian, by a Protestant Minister

Mr. Newman's literary activity has been enormous. His publishers put forth a list of thirty-four volumes, sermons, theological and controversial discussions, apologetics, that wonderful personal history, the "Apologia," historical essays, discussions of educational subjects, two novels and a volume To this must be added a mass of editorial work, done chiefly during the years of the Tractarian movement. About this time he wrote to the London Times a series of letters, signed "Catholicus," which made such an impression upon the directors of the newspaper that they were anxious to obtain his services regularly, and he was offered a salary of £1,800. "Shall I be free always," Newman asked, "to say what I think?" The reply may be imagined, and Newman declined the proposal.

Let Newman write upon what theme he

will, he employs always a style which charms and holds the hearer whose ear he has once eaught. He is confessedly to-day the undisputed master in the use of English prose, and as such he has a claim upon the attention of every one who addresses his fellow men by word or pen. His style is varied as the subjects which he treats, sometimes colloquial and familiar, and again, the majestic musie of his sentences falls upon the ear like the swelling harmonies of an organ. In close-knit argument, in flowing nurbrike, in possionate invective, in anserted to brike, in tender entreaty, he is easily equal to life:

And O my brethren, O kind and affective friends, should you the demands made upon him. But wiretever be the uses to which it is applied, the distinguished quality of his style is its trans-parent elerrness. In his most elequent passages he is never misty and never merely rhetorical. if snever says fine things for the sake of saying them. His language is never Lorger than has thought. It is not so much the vehicle of his thought as its flexthle and close utting garment. The infailing clearness of his style is the more arprising when account is made of the abstrase subjects which Dr. Newman has handled. When, as in the "Essay on Justification" or the "Gr marur of Assent," he is pursuing a subtile argument, insisting upon the most delicate distractions of thought, analyzing mental processes with the minutest and most accurate care, his language is still limpid and dowing. The reader will dissent often from his author; no will be amazed and perplexed at the conclusions to which he is led, but he will always know precisely what Dr. Newmon means.

THS PHILOSOPHY.

The scudent of Dr. Newman's theology will find the key to its pail sophical basis in the opening pages of the "Apologia." He is speaking of his chiefbood and its fancies: "I thought life might be a dream, and I an angel, and all the world a deception; my fellow angels by a playful device concealing themselves from me and deceiving me wirl the resemblance of a material world," child was indeed father of the man. Upon the foun lation of idea. , , thus early bul, his system of theology was built. There underless all his trinking, cropping out continually, even in his sermons, the assumption that the things which we see and foolishly call realities are nothin, but appearances shadows, beguiling the imaginations of most gen with a harmless but unfounded belief.

NEWMAN AS A PREACHER. It has often been said that if Dr. Newman but not been a dogmatist he would have been a mystic. But he is both a dogmatist and a mystic, and the history of mysticism furnishes examples cronge of this combination. Perhaps it is to this union of the qualities of two seemingly contasted orders of mind that many readers of Dr. Newman would say that his fascination lies. And certainly his ser-mons owe much of their charm and of their power to the fervor glowing through the simplicity and ansterity of the preacher's words.

To his American readers, who stand so far removed from any close personal interest in the ecclesiastical questions to which a very large part of his life has been given, Dr. Newmon makes his appeal as an expounder of the deep things of the Spirit. We meet him on common ground when we open the volumes of "Plain and Parochial Sermons," They are very simple in expression, these sermons, (a hasty reader has even been known to east the book away as childish), and they deal with familiar and practical topics, or, if they handle dogmette themes, it is oftenest to set forth their relation to life. But his simple and practical teachings are like a plummer sounding the very depths of the soul. One listens to their keen, unsparing, searching, and yet tender words, though the speaker, like Dante, had made a journey to the unseen world, and had himself looked upon the awful realities of which, with so profound a conviction, he re-Fronde has given a graphic description of the effect produced by one of his ser-mons. "Newman was describing closely." Ac says, " some of the incidents of our Lord's Passion; he then paused. For a few moments here was a breat-less silence. Then, in a low clear voice, of which the faintest vibration was audible in the farthest corner of St. B ary's, he said, 'Now, I bid you recollect Lat He to whom these things were done was Almighty God.' It was as if an electric shock had gone through the Church, as if every person present understood for the first time the meaning of what he had all his life been saying. I suppose it was an epoch in the mental history of more than one of my contemporaries." Alongside of this let us place a passage from one of Principal Shairp's essays, describing his manner in the pulpit "The delivery had a poculiarity which it took a new hearer some time to get over. Each separate sentence, or at least each short paragraph, was spoken rapidly, but with great clearness of intonation, and then at the close there was a pause, lasting nearly half a minute, then another rapidly but clearly spoken sentence, followed by another pause. It took some time to get over this, but that once done, the wonderful charm began to dawn upon you. The look and bearing of the preacher were as of one who dwell apart, who, though he knew his age well, did not

And the spell of these spoken utterances has not vanished from the printed page. Still they move the reader to strict searching of heart, to passionate penitence, to fervent aspiration, to the awed and trembling recognition of the reality of things unseen. There is not a little in these sermons, it is true, spoken from the point of view of one who holds doctrines which we repudinte, but these errors do not stain the page—they are easily aifted out and cast aside, and there remains a teaching which in its effect upon him who is willing to put prejudice aside and to subdue impatience long enough to listen, is like the carrying of a torch into the dark recesses of

PERSONAL TRAITS.

errors and follies of those who run at the beckoning of selfish and impure ambition, for his has been a singularly unworldly life. In his Oxford years, when he was one of the best known and most closely watched men in England, he lived humbly and dressed shabbily and mingled freely with all who sought to know him. "He might never have put a new thing into his rooms," says Mozely, "since he took them, as the custom was, ready furnished from his prede-cessor. The only luxury ever seen there was a clean towel always there was a clean towel always handy to dust any book that had him long ou its shelf." Another andedote of this Oxford ife gives us a vivid glimpse of a side of his character which has not been turned to the character which has not been turned to the character which has not been turned to the public. "There was cholera at Oxford, and public. There was cholera at Oxford, and a clergyman, not of Newman's party, wishing to take his usual holiday, desired to provide people of the city and province represented for the necessary visiting and attendance upon funerals in his absence. Clergymen under no obligation to inear the risk might hold it their duty to avoid it. So he carefully drew up a long list of elergymen to be applied to in the order stated and gave it to his clerk in case of need. One of the clergy applied to took the list out of the clerk's hand and found

Pure, unselfish, truth-loying and consecrated, he who has sought so painfully and at the cost of so many sacrifices, to find the true Church here on earth, has not failed in his search. But even while he deemed himself a wanderer, he was dwelling in the general assembly and Church of the first-born, whose names are written in heaven.

it headed with Newman's name."

Allusion has already been made to the sermon entitled "The Parting of Friends," in which Newman said farewell to the Caurch of England. Its closing paragraph may

tionate hearts. O loving friends, should you know any one whose lot it has been, by writing or by word of mouth, in some degree to help you thus act; if he has ever told you what you knew about yourselves, or what you did not know; has read to you your wants or feelings, and comforted you by the very reading; has made you feel that there was a higher life than this daily one, and a brighter world than that you see ; or encouraged you, or sobered you, or opened a way to the inquiring, or soothed the perplexed; if what he has said or done has ever made you take interest in him and feel well inclined toward him ; remember such a one in time to come, though you hear him not, and pray for him that in all things he may know God's will, and at all times be may be ready to fulfil it."

A PAINTUL OCCURRENCE.

Some of the next painful sufferings that afflict mortal, occur from rhenmatism. Either the acute or circuite form may be cradicated from the blood by on early use of the grand purifying system renorator, Burdock Blood

ENGLAND AND THE TRISH TOTE.

THE GREAT IRISH PARTY DIVISION IN THE BRITISM PARLIAMENT - PARNELLITES AND ANTI-PARNELLITES AT LOGGER

LONDON, May 20.—It is four days old, but the action of the Irish party in the division on the motion of censure on Tuesday night has not yet lost its sayor. It is indirectly hinted a and complained of in Governmental circles that the Parnell monders had promised to vote against the motion of Sir Michael Hicks-Beach, and that calculating on this support, the Ministerial "Whips" relaxed effort to bring up members away from town or laid up with illness.

The Parnell members indigmently deny this imparation, I met Mr. Barry, the member for Wexford, yesterday afternoon' and his reply to my inquiry was: "No for the Province. This interests had in fact compact, expressed or implied, was entered been manifested by the ardour with which he had A RELIABLE WITM

crisis, the Irish members in their indifference to results might have voted with the Government or abstained from voting; but how could they support a Ministerial policy which. a cording to the Prime Minister himself, was a fight against a people for their own liberty in their own land? It would be som what in consistent in a party struggling for national freedom for themselves to judorse the action of a Government that caused the slaughter of

a people engaged in a like pursuit."
"But," was asked, "was there not some gratitude due to Gladsbure for his recent course on his Irish franchise and his declarations of Ireland's equality with the other

portions of the empire?" "Yes, yes," replied Barry; " but no amount of gratitude to an individual can over shadow the obligations of principle or wipe out the memory of Cocreion or Curfew laws. Besides, we have considerable doubt of Gladstone's sincerity in the matter. He would, in the opinion of many of us, never have gone so far if he had been assured that his propositions would pass. The committee of the Commons, if it ever go so far, may mutilate the measure. and the Lords are almost certain to squelch it

altogether." In the city and in the clubs opinion is divided on the action of the Irish party. Some persons are strong in condemnation of the "ingratitude:" but, inasmuch as the Irish vote was in accord with the prevailing public sentiment, the approval is far in the ascendant. One thing is certain, the Covernment members are sorely disappointed, and they show it. while, on the other hand, Irish members have taken new heart of grace from their manifest power in the division lobby. On the Government side, Mr. Trevelyan, cool and cautious Cornishman though he be, has become influenced by an Irish impulsiveness. At any rate, he was indiscreet enough to declare that henceforth no answer would be given from Ministerial benches to any inquiry from the Parnell party respecting the Irish police force as if Trevelyan or his principals in office could trample on constitutional right.

But it is said the indignation of Ministerial-

ists will not confine itself to mere wordy threats. Some practical revenge is to be taken. There is a special Cabinet Council summoned for Monday next at Downing street, and the Lord Lieutenant of Ireland has been urgently "commanded" to attend, a course never resorted to save when some matter of overwhelming interest in Irish policy -meaning, of course, for Irish humiliation-is to be resorted to. The propriety of sepa-rating Ireland from the franchise privileges proposed for England is to be considered, on the pretext that separate bills would facilitate the general measure. This would be at once a petty revenge for the Irish vote and an expedient for taking the ground from under the feet of the Tory Opposition.

SPRING CLEANING.

Every good housewife will renovate the entire house at least every Spring and Fall. Our systems often need renovating also, and there Dr. Newman is now in his eighty-third year, and his work in the world for good or for evil is well nigh done. If he has made grave mistakes, at least they have not been the

THE SHORT LINE RAILWAY

Halifax Commercial Men Meet Sir Charles Tupper-A Long Discussion Ensues-Sir Charles Explains the Various Schemes.

Halifax, N.S., May 20.—A joint deputa-tion of representatives of the City Council, Chamber of Commerce and Provincial Government waited upon Sir Charles Tupper at the Halifax Hotel at noon to-day for the purpose by the delegation, having heard so much about the movements of Quebec and St. John, were beginning to grow a little anxious about the subject and desired to know if it would be possible to have an engineer or stall of surveyors to particularly represent Nova Scotian interests and the possibility of any route which would directly benefit Halifax, or how matters were progressing. Sir Charles in reply, reviewed the question at some He had lost no opportunities in pressing upon the Government his views in tayor of having a practicable WINTER PORT WITHIN CANADIAN TERRITORY,

but stated the disadvantages they labored under from being opposed by Portland in the nearer proximity of that port to Montreal. He had proposed to Parliament a scheme for the establishment of the short line railway connection to Montreel, and had scenred a vote of a subsidy of \$2-0,000 for thirty years for the purpose of the accomplishment of the object, a subsidy which he had every reason to believe would be amply sufficient to secure the construction of the road, so that such initial steps may be said as practically settled, and we are to have a road from Montreal to Halifax, St. John and Sydney, C.B., by the shortest and most direct route. For the Nova Section portion of that work, as is known, a contract has been entered into with the company re-presented by Colonel Snow, which will go to work at once. The subsidy is divided up into two parts \$170,000 per annum for lifteen years for the road from Montreal to Halifey and St. John and \$30,000 per aunum for the road from Oxford to Sydney and Louisburg, most direct route to New York. This contract included the transfer of the line from New Glasgow to the Streit of Curso, and he hoped by the end of this year to see it working through from Oxford to the Stude at loost. The transer will be made almost immediately. The afferded. For the road from Montreal to St. John and p Halifax, he b lieved the

\$170,000 SUBSIDE FOR PIFTEEN YEARS was amply sufficient to secure its constructhe shortest and best line. A clause had been inserted in the resolution passed by Paylinment that the route selected must be subject to the approval of the Governor-in-Council. This, of course, involved a delay of several months, in order to have in the reports of all the engineers. With regard to the appointment of one engineer especially to represent Nova Scotian interests, he had mentioned on the floor of Parliament that the Government would be very glad to hear suggestions from the various provinces interested, and he was sorry if Nova Scotia had any particular engineer they desired to have on the survey, that they had not communicated with the Government at once. The surveys had to be begun at once or the whole season would be lost. He did not know but that if there was any particular engineer desired yet, that he might not be put in connection with the others, but it would, he finought, be impossible to be more efficiently represented on the survey than by Colonel Snow, than whom it was impossible for any one to be more vitally interested in securing the greatest advantages

PRESSED HIS VIEWS UPON THE GOVERNMENT during the past two years. The only especially provincial engineer on the survey was Mr. Light, for Quebec, and his mane had been submitted to the Government immediately at the time of theappointment of others. The organization of the survey was now complete and he believed they were hard at work. There were three routes under consideration: Ist., One from Mourrell to LORD CHURCHILL WANTS JUSTICE FOR Mattawamkeag and thence to St. John. That road was not being examined be ause everything that could be known about it was known. It is the line that has been most strongly pressed by the city of St. John. Next is Col. Snow's how from Boston to Fredericton and Moneton, and this line is being examined. It is thought to be the most direct line from Montreal. Vernou Smith and other engineers are at work on it. It is a central line and the line Halifax would have the most interest in. From it there would be also direct connection to St. John between the handlest points and Colonel Snow maintains that by it St. John can be brought

FIFTY MILES NEARER TO MONTREAL than by the Mattawamkeag line. The other line is from Chaudiere Junction acress to Hartland and thence cit Woodstock and Fredericton to St. John and Moncton. line the people of Quebec are particularly auxious about, but they are also pressing for the Riviere du Loap route, though the onjection to it is that the distance is too great. Though he would like very much to see a line totally through Canadian territory, he was afraid that in this instance the end would dofeat the object, and it was a mat-ter which could not be beload. Briefly, then, those were the routes under survey. In reply to Mr. Maelean, Sir Charles stated that the third line did not necessarily include the bridge across the St. Lawrence, as it would be as short to go ria the Sorel railway as by the other side of the river. To make Quebec the main summer port would be attained as soon as the Canadian Pacific Railway made their terminal connection. Irrespective of the advantage to Quebec by the bridge the Government are taking measures to get what the act passed

requires THE SHORTEST AND BEST LINE. the contract will be entered into for the completion of the work. In reply to Dr. Farrell, Sir Charles said the survey was not a board of engineers, but simply eight engineers under Mr. Schreiber as chief to work under pointed by the Government, in fact by had been made for it by the Government, so cut about the hands; T. L. Castleton, of that it would at least require another session New York, cut on the face and hands.

of Parliament to consider it. If the shortest and best line was found to come through Quebec it would be adopted, but, so far as his judgment led him, he did not think it would be by that route. It would soon be known by actual measurements what was the shortest and best. None of the engineers represent any place except Mr. Light, they

In reply to Mr. DeWolfe, Sir Charles said he had not anticipated any possibility of difficul-ty in getting through freight over the road because it might happen to pass through United States territory. Of course he would like to see the road all in Canadian territory, but we couldn't make the country over again,

SIMPLY SERVANTS OF THE GOVERNMENT.

and if the shortest line was particularly through Maine, it couldn't be helped. Any difficulty with the United States over the matter was entirely unanticipated by him, and would be the last thing he should think THROUGH TRAFFIC WITH NEW YORK.

In conversation with Ex-Governor Smith

President of the Vermont Central Railway, some time ago, that gentleman had expressed his pericet satisfaction that when the short line railway was completed to Louisburg and Sydney the American passengers and valuable freight would, to a very large extent, go by it. It was a very great matter for New York aerchan's to have goods on their shelves twenty-four hours earlier than possible now, and if any advantage in point of time in con-nection with Europe could be had, it would be secured by the Americans at whatever cost. J. T. Wood sold he had had a conversition with Mr. Williams, of the firm of Williams & Guion, proprietors of the Guion line of steamers, someoight or ten years ago, when that gouldenan expressed very similar views to those of Mr. Spaith. He had said he anticipated the day when communication would be had with New York direct from Halifax in

twenty-four hours. Sir Charles explained that the shortest line from Halifax to New York would also be the shortest possible line to St. John. St. John had some advantages over Halifax in point of greater mearness to Montreal, but Halifax, with her magnificent harbor, handiness to Europe, etc., had other counterbalaneing advuntages as a port. He said the people of St. down were standing entirely in their own light by insisting on the Mattawamkeag line. Mr. MacCoy asked II there was any contem-plation of putting on a fast train from Haliwhich would also be the competitor of the from St. John, affording through rapid communic Ger between Halifax and Boston, Si Corles replied that as soon as the

bridge was completed across the St. John river which was expected in September, no doubt overy advantage for rapid travel would of the train.

J. S. Siscleon explained that it was more national for Nova. Scotle to be anxious in regard to their interests at present, when Sir Charles was on the eve of leaving them as tion to the end that this would certainly be their social representative in the Government of the country.

Sir Chero's said he had always endeavored to have an especial regard for fairness towards his province in the action of the Gov erument, but he thought there was no ground for auxiety, even after he had left, particularly in regard to these railway matters. The not possed at last session had taken the question out of the region of provincialism and partismiship, and it would be faithfully carried out. It is a matter of policy that these terminal facilities should be completed in order to complete the Conadian Pacific Railway in 1866, and he was convinced that it would be done. He closed by assurances that the interests of Halifax would be thoroughly conserved in carrying out the desired objects as well in the future as in the past. He was pleased that our citizens had been so alive to the importance of precising matter of Government interest upon the Government. This was as it should be, and he trusted that they would continue to do so. On rising Sir Charles was thanked for his kindness, and the explanations he had afforded

A RELIABLE WITNESS.

R. N. Wheeler, of Everton, speaks highly of Hagyard's "cororal Balsam, having seen its offices in his own case, a severe inflammation of the langs and distressing cough, was quickly and perfectly cured, which had resisted all other treatment.

THE FRANCHISE BILL. IRELAND.

Loydon, May 20. The extension of the Franchise Bill was considered by the House of Commons to day. Lord Randolph Church ill strongly disagreed with the amendment of Mr. St. George Brodrick (Conservative) to exclude Iroland from the operations of the bill, and said he had no fear of the result of enfranchising trish agricultural laborers, and expressed the hope that the Conservatives would not alienate the good opinion of the frish by supporting the amendment. Loss Claud Hamilton asked Churchill what he was really driving at. If, he said, this was a sample of the Democratic Toryism of the fature, he declined to follow under such leadership. He contended that the applica-tion of the bill to Ireland would result in reopening the doodgates of agitation. The amendment was rejected by 332 to 137. Lord Randelph Courchill, Mr. Gorst, and several other Conservatives and all the Par nellites voted for the Government.

---THE PERILS OF THE RAIL. ROCHESTER, May 23, -1 orticulars of the

accident at Brighton show that the St. Louis express was running at full speed when it collided with the freight train. Seven sleep ers were thrown from the truck, and for that purpose. great confusion prevailed. From that several passengers were killed. It was soon ascectained, however, that not one was killed, but twenty or more injured. The wounded were placed on a wrecking train with a number of other passengers and brought to the city. It is said the accident was caused by the flagman at Brighton Crossing not being on duty. It was the duty of the freight conductor to hold his train until the express passed Parrah. The sleep ing car conductors right arm was smashed and immediately the route is determined on, almost to a jelly. He procured * strip which was bound tightly around the mangled mem-ber at the shoulder after which he cut the arm off with a penknife. John Dunn, the engineer, and a passenger were inunder Mr. Schreiber as chief to work under the Department of Railways and Canals.

Mr. Light had been appointed at the request of Guebec and the others had been all appointed. L. H. Canfield, both legs severely hurt. Mrs. Doctor Kennedy, Toronto, back pointed by the Government, in fact by himst. Mrs. Doctor Rennedy, Toronto, back himself. He was desirous of expressing the cost confident assurance that Nova Scotia would not be overlooked, but all her claims attended to. The advantages of Halifax harbor would especially be borne in mind and all trade would be brought here that possibly could be. The great object and arms, and 11 members of his suite more less that possibly could be. The great object and arms, and 11 members of his suite more by the post direct of the manual position. The great object and arms, and 11 members of his suite more by the post direct of the nature of the post of the post direct of the nature of the post of the post of the post direct of the nature of the post of the post of the nature of the post of the post of the post of the post of the nature of the post of the pos of the movement was to have the most direct or less bruised. F. F. Adams, Eric, Pa. communication with Montreal. So far as the sprained an arm. Chas. Talmage, of Meribridge at Quebec was concerned, no provision den, Conn., badly cut; Geo. Scott, St. Louis,

A DASTARDLY ACT.

AN ENGINE WITHOUT A DRIVER CRASHES INTO AN EXPRESS TRAIN-AM AR-REST ON SUSPICION.

Thoy, N. Y., May 21.—The locomotise J. H. Ramsey is used by the Delaware and Hudson Canal Company in switching, cars in the yard at Mechanicsville. The company has no round house at that point, and at night the engine is placed on a side track near the watchman's shanty. About half-past one o'clock this morning the Ramsey was in its accustomed place, and the watchman-was in his shanty eating a lunch, While he was thus engaged some mis-creant jumped on the Ramsey, ran her up over the switch and stoppedher. Then he locked the switch, started the Ramsey up the main track with the throttle wide open, jumped off and disappeared. About three miles north of Mechanicsville the Ramsey collided with the engine Saratoga, drawing a Montreal sleeper bound south, which was running at the rate of about forty miles an hour. The Ramsey carried no lights and there was no opportunity to break the force of the collision, which was so terrific that both engines were totally wrecked. On the Saratoga were Engineers William R. Harper, of Green Island, William R. Myers, of Saratoga Springs, and a fireman. The men had no chance to jump. The cab was broken in the middle and the men thrown out. The fireman escaped with a few bruises, but Harper and Myers are bully hurt. Of the balance of the train only the express car left the track, and Elisha Ticknor, of Adamsville, the oldest messenger conthe road, was found a mong the wreckage of his car, pinned to the floor under a quantity of freight. Ticknor is seventy years old and is so seriously injured that it is feared he cannot recover.

The evidence is clear that the Ramsey was sent on its journey by some who has a gradge against the company, and no efforts will be spared to discover the offender. Within a nonth the freight depot of the Delaware and Hudson Canal Company at Mechanicsville was destroyed by incendiaries, and last week the passenger depot suffered a similar fate. There were nearly a bundred passengers or the Montreal express, but none of them were injured. A man who was at Mechanicsville last night

was arrested at Quaker Street, Scheneetady county, this evening on suspicion. In the wrecked express car was \$190,000 in gold, or route to Philadelphia. It was equally divided in four boxes, and one of these was found under the Saratoga's tender. It is not supposed for a moment, however, that an intended robbery was the motive for the wrecking

IMPERIAL PARLIAMENT.

THE 1838H LABORERS ACT REJECTED -- MR. FORSTER'S DEFENCE --- ENGLAND IN THE SOLDAN.

LONDON, May 21. In the House of Comnous to-day a bill smending the Irish Laborers' Act of 1883 was rejected by a vote of 138 to 75. Mr. Parnell complained of the opposition offered by Mr. Trevelyan, chief secretary for Ireland, and said the government must not find fault if it meet with a little re taliation. "Poes the government." he asked. "mean to wait until the laborers burn the houses over the heads of dissenting landlords? The laborers have been patient, but it is in-tolerable that they should continue to live upon mud floors until a commission has inves tigated their grievance."

Mr. Forster diberals, in answering the pro test against his action regarding the recent motion of censure addressed him by the Brad ford liberal committee of four hundred, says he supported the government on its South African policy con the catrle bill, and the re form of the franchize, but he disagreed with it in regard to its Egytian policy, which he thought fraught with danger, and would sooner resign his seat than forfeit his right of

Mr. Gladstone, replying to Mr. Ashmead, Bartlett (conservative), said that the government adhered to their position that the Egyptian law of liquidation should be the basis for the coming conference. France had asked for an explanation of England's position in regard to allairs in Egypt. Both governments were desirous of exchanging views. After reciprocally communicating their views they will consult the other powers. At the carliest moment possible after this shall have been done parliament will be fully informed of the proceedings.

SCOTCH NEWS.

On Saturday and Sunday snow fell on Ban Vevis..

Owing to the depressed state of the ship ping trade, a number of steamers, representing over £100.060 of capital, are at present laid up in the Edinburgh Dock.

SERIOUS ACCIDENT AT MOTHERWELL, On Monday Mr. Lenjamin, Morton, manager of the Glasgow Iron Company, was, crushed in the works between two waggons, and had two of his ribs broken.

SUICIDE OF TAYPORT, On Sugday morn ing, while the Edinburgh train was approach ing Taypert, Agnes Elliot or Cumming, wife of Archibald Cumming, seaman, stepped in front of the Engine, and was cut to pieces.

DEATH OF THE REV. DR. PAVL .- The Rev. Dr. Paulominister of Banchory-Devenick, the second oldest ordained minister in the Church of Scotland, died on Sunday morning, in the 30th year of his age and 58th of his ministry.

MARRIED PAUPERS, -At a meeting of Greenock Parcenial Board on Tuesday night it was agreed to petition the Board of Supervision to permit aged married couples who might become inmates of the poorhouse to live together in apartments specially set apart

BEQUESTS TO EDINBURGE AND PERTH. -- The nature of the accident it was thought widow of the late Rev. W. Tasker, the first minister of Chalmers' Territorial Church in the West Port of Edinburgh, has bequeathed over £2,000 to charitable and religious purposes in Perth and in Edinburgh.

POLLUTING THE TWEED, -- An action has been vaised against the Kelso Police Commissioners by the Duke of Roxburghe and Mr. J. J. E. Brown, of Rosebank, for polluting the River Tweed with the sewage of the town, and concluding for £500 as expenses of

SAD CASE OF DESTITITION AT PORT GLAS Gow. -- About eleven o'clock on Tuesday night three children, named respectively John Taggart, eleven years of age; Mary Taggart, six years of age; and Arthur Taggart, four years of age, were found sitting in a destitute con-dition at the entrance to what once was their dwelling. On examination it was found that there was neither fire, light, nor food in the

was particular to inquire as to the nature of the medicine. "I do not want to take anything that will prolong life." he said. "I thing that will prolong life," he said. "I want only that which will keep me from

An Old Soldier EXPERIENCE.

" Calvert, Texas, May 3, 2883 "I wish to express my appreciation or the valuable qualities of

Ayer's Cherry Pectoral

as a cough remedy.

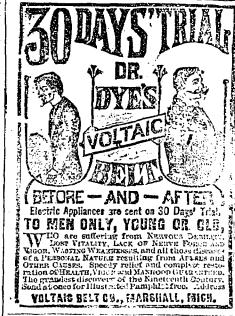
"While with Churchill's army, just before the battle of Vicksburg, I contracted a severe cold, which terminated in a dangerous cough. I found no relief till on our march we came to a country store, where, on asking for some remedy, I was urged to try Arth's CHERRY PECTORAL.

"I did so, and was rapidly cured. Since then I have kept the PECTORAL constantly by me, for family use, and I have found it to be an invaluable remedy for throat and lung J. W. WHITLEY."

Thousands of testimonials certify to the prompt cure of all bronchial and lung affections, by the use of Aven's Chenny PECTORAL. Being very palatable, the youngest children take it readily.

PREPARED BY

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