POOR COPY

General Business.

—FOR—

BOSTON

—via the—

PALACE STEAMERS

OF THE

International S. S. Co.

SUMMER ARRANGEMENT.

One of the Steamers of this line will leave ST. JOHN at 8 a. m. every MONDAY, WEDNESDAY and FRIDAY, for BOSTON via EASTPORT and PORTLAND, and at 7. 30 o'clock every SATURDAY night for BOSTON DIRECT.

For tickets and all information apply to E OHNSON, AGENT, Chatham, or to your nearest ticket agent.

B GOYLE, JR., Gen. Mgr., Portland. E. A. WALDRON Gen. Pass. Agt

LIME ARRIVED!

IN CASKS

—AND—

BARRELS

NAMELY, ONE CAR WOOD BURNT LIME.

GEORGE WATT.

hatham, April 6, '87

MEAT STALLS.

HOMAS BUCKLEY

begs to inform his friends and public generally that he intends to re-open his meat stall, in connection with his GROCERY, adjoining his own residence on ST. ANDREW'S STREET, opposite the Pulp Mill.

He will, as usual, run a waggon in Chatham and between Chatham and Nelson for the accommodation of customers; and thanking the public or past patronage hopes, by close attention to business, to merit a continuation of their favors.

Thomas Buckley.

MONEY SAVED!

You can save money by buying your Pork, Beef Flour, Molasses, Tea, Sugar, Tobacco, Rice, Barley, Dried Apples, Currants, Lard, Butter, Chees Hams, Bacon, etc.

—ALSO—

Ready Made Clothing, Overalls, Hats, Shirts Collars, Ties, Rubber Coats, Rubber Boots, under ware, Boots & Shoes in Men's, Women's Misses & Children's sizes.

—ALSO—

Dress Goods, Corsets, Hose, Frillings, Gloves Ladies' Collars, Ginghams & fancy small wares Grey Cottons, from 3½cts., White Cottons from 7 cts., and Fancy Prints, from 8cts., per yd at

F. W. Russell's

CHEAP CASH STORE, Black Brook

NOTICE OF ASSIGNMENT.

David J. Buckley of Rogersville in the County of Northumberland, Trader, has assigned all his estate and effects to the undersigned, in trust, for the benefit of his creditors. All persons wishing to participate in the benefits thereof must execute the deed within three months from this date.

The deed lies at the office of Warren C. Winslow Barrister, Chatham, N. B., for inspection and execution.

Dated the 30th day of July, A. D. 1887

JAMES R. AYER.

THE STAR SAFETY RAZOR.

PATENTED JUNE 1880.

MEDAL OF SUPERORITY AWARDED

—BY—

AMERICAN INSTITUTE 1884.

—THE BEST—

RAZOR in USE

Sent by mail to any address n receipt of price, TWO DOLLARS AND FIFTY CENTS.

G. STOTHART,
Chatham NB

Northern & Western Ra'y.

SUMMER ARRANGEMENT.

In Effect July 11th 1887.

TRAINS RUN ON EASTERN STANDARD TIME.

A Passenger and Freight Train will leave Gibson every morning (Sunday excepted) for Chatham.

LEAVE GIBSON

6:45 a. m; Marysville, 7:10; Cro s Creek 8:30 Boiestown, 9:45; Doaktown, 10:45; Blackville, 12; Chatham Junction, 1:20; arrive at Chatham 1:50

RETURNING, LEAVE CAATHAM

4:45, a. m; Chatham Junction, 5:20; Blackville, 6:15; Doaktown, 7:25; Boiestown, 8:15; Cross Creek, 9:25; Marysville, 10:50; arriving at Gibson at 11.

CONNECTION.—Close connection is made at Chatham Junction with I. C. R Accomodation Train going North Connections also made with trains on the Intercolon'al Railway to all points East and West, and at Chatham with Steamers for Newcastle, at Gibson with N. B. Railway for all Western Points and St. John, and Union Line of Steamers for St, John, and with Stage at Cross Creek for Stanley.

COAL!

TO ARRIVE,

and expected about the 12th AUGUST, per Schr "LEONORA," a Cargo of

Old mines Sydney Coal.

—Also a Cargo of—

VICTORIA MINES Coal,

by the Schr. "J. B. SAINT."

This cargo will be sold from the Vessel at a small advance on Cost.

T. F. Gillespie.

8-11.

JUST ARRIVING.

125 barrels Patent Flour, Morning Star.
125 " " " Challenge.
75 " Superior Extra.
50 Oatmeal.
50 Quintals Codfish.
100 Half Chest Tea.
25 barrels sugar.
1000 lbs. Hams and Bacon.
20 barrels Pork.
10 " Choice Plate Beef.
20 dozen Brooms
20 " Buckets.
Earthenware in dinner and Tea sets, Crocks, Chamber Sets. &c.
1000 rolls Room Paper.

ROGER FLANAGAN.

h tham N. B

Miramichi Advance,

CHATHAM, N. B. - - - AUGUST 25, 1887

Fishery Inspection.

The *Gleaner* says :—

"W. H. Venning, fishery inspector, accompanied by G. J. Chubb, of St. John, registered at the Barker yesterday, on their tour of inspection. The protection, Mr Venning says, is everywhere more satisfactory this year than ever before.'

Whatever the Inspector may think or say, the protection of our fisheries is not improved. How can it be? There has been no change in the system of protection, which has always been so inadequate as to be disregarded by the average inhabitant. We refer mainly to the inland or fluvial waters, which continue to be fished in an illegal manner, both in and out of season, their depletion in this way increasing as the indifference of the department and facilities for disposing of the contraband fish increase. We presume that the Inspector went up the Southwest Miramichi by way of the N. & W. Railway, and if so he passed through a district where poaching is a regular business which a serious attempt has never been made to stop. And since the railways have been built through it, the rivers have been more thoroughly cleaned out with nets than ever before. Salmon are not really out of season for the table until some time after the date when fishing is legally prohibited, and it is not, therefore, to be wondered at that the poachers readily find customers on the cars on the lookout for what they have to offer. During the next two months the illicit traffic in freshly caught salmon will go on, just as it has been doing since the 15th, to the great and permanent damage of the fishery. The Inspector knows this, or if he does not he fails in his duty. At all events, it is worse than a farce for him to report "more satisfactory protection everywhere than ever before."

In our rivers where trout-fishing is more exclusively followed, there has been, at least, no diminution of poaching all the summer, and it still continues. Poachers pass with impunity under the eyes and noses of the officers, with their illegally caught fares and are unmolested. We write of what we know, and, therefore, have no patience with the Inspector's assertion of improved protection, when such matters are going from bad to worse. Many of the officers have no disposition to protect the fisheries. They, practically, secure their appointments simply for the purpose of supplementing their yearly income, and they then complain that they do not get enough to pay them for molesting their neighbors in their privileges and incurring their ill-will. The officers who are properly paid are generally efficient, but those who get small pay are, too often, officers only in name. We have often made practical suggestions respecting the guardianship of our great salmon nurseries against the destructive processes to which they are annually subjected, but nothing is done, although poaching is on the increase. If the Inspector has joined those who are helping to lull the Department into the false belief that everything is all right, we suppose the bad work will go on until there will be little left to protect.

The *Advocate* has come to hand since the above was in type and it indicates that some new arrangement is being made for the protection of the upper Miramichi waters. We hope such is the case and that it is as thorough as the important interests involved demand.

The Three-Mile Limit.

We published, a few weeks since, the statement that two American seiners had taken about 100 bbls. each of mackerel on the Miramichi Bar, and intimated that the fact showed that the cruisers were not always on hand to prevent yankee poaching. In conversation with Capt Quigley of the cruiser Houlett, one day last week, he mentioned the matter and said he had information to the same effect from some of our pilots who witnessed the seiners' operations at the time. In order to get the facts in workable shape he asked his informants to indicate, on a chart of Miramichi Bay, the exact spot, as near as possible, where the fish were taken. They did so, and on measurement being applied thereto it was found to be just three and a half miles from the nearest shore line.

It seems that the cruisers are not supposed to enforce the three mile limit beyond the sinnosities of the coast, so the Americans, after all, have a pretty good chance for fares in our waters.

An Impoverished State.

We hear of the comparative poverty of some of the Canadian provinces, but the state of Indiana is in a "hard up" condition just now that is suggestive of very tough times. A despatch of last Saturday says:—The financial embarrassments of Indiana are growing more and more serious. The last dollar in the general fund of the State treasury was paid out to-day, and there are no resources that can be drawn upon until next December. In the meantime $300,000 will be needed to pay the current expenses of the State government and public institutions. Treasurer Lomike announces that he will call upon the counties to advance funds, but if they do so it will be voluntary, as the law does not require them to respond to such calls when they owe the State nothing. One effect of the exhaustion of the treasury will be the suspension of work upon all State institutions, of which several are now in course of erection.

The Fisheries Question.

It is when the American political economist gets the boot on the right leg that he has clear visions of the great international fisheries dispute. On this side of the continent, north of the 49th parallel of latitude, we exercise our claim to maritime jurisdiction over the "three mile limit" with varying policy. Our statesmen, it is true, stand firmly by the headland limit, but for practical purposes it is not considered, and our cruisers do not attempt to insist on it. They are glad if they can keep our cousins from scooping our mackerel even three miles from our coast indentations. On the Pacific side of the continent, however, the American cruisers enforce quite a different policy. It takes all of Alaska and about all of the adjacent ocean for hundreds of miles to satisfy them and it is, therefore, interesting to find that at least one American newspaper recognises that what is sauce for the goose is ditto for the gander. The Boston *Herald* of 19 th inst. says :—

"The report of the captain of one of the revenue cutters of seizures made by him in Behring sea gives some idea of the extent and character of the claims put forward by our government to regulate what may be termed the fisheries in these waters. Several seizures were made of vessels eighty or ninety miles from the nearest land. The captains of these seized craft had engaged the services of natives of one or another of the Aleutian islands, whose work consisted in cruising in their canoes around in the open seaway, and whenever a fur seal showed his head above the surface he was shot, or in some way captured, and his skin salted down on board the vessel. Now, if American vessels were cruising eighty or ninety miles off the coast of Nova Scotia taking fur seal or fish, and were to be seized by Canadian government ships in consequence of this, the seizure would be deemed to be a gross violation of international rights. The claim put forward by the United States is that all of the waters of Behring sea east of a line drawn from the extreme western Aleutian island to and through Behring strait must be considered American waters. But a pretension of a similar character would shut out American fishermen from the Gulf of St. Lawrence and, so far as ordinary fisheries were concerned, would not be tolerated by our people if applied by England in the manner just stated. And yet, as we have said on more than one occasion, this pretension on the part of our government seems to be necessary in order to properly protect a great national possession—that is, the fur seal monopoly. Obviously unless we can come to some understanding in the matter with England, as the guardian of Canadian interests, we cannot maintain pretensions to rights on one side of the continent that we should deny as altogether unjustifiable on the other side."

The Timber Trade.

In its Liverpool trade notes, the London *Timber Trades* journal of 13th inst. says :—

"The import during the past week has consisted chiefly of deals, of which by far the largest proportion are of spruce from the lower ports, though amongst them will be noticed three cargoes from Archangel.

"Nearly all the spruce cargoes are already sold, and will go direct into consumption, so that there is as yet little if any accumulation of stock in the port.

"Business in the manufacturing districts seems to be steady, and, with a better demand for cheap timber existing, we think the prospects for business in spruce especially are again more favourable to the early purchaser.

"We are getting well on in the season, and, with but a very moderate stock on hand to fall back upon, prices will, in all probability, take an upward movement; though it may not be immediate, it cannot be far off, if we may place any credence in the reports from abroad, which are, however, all pitched in the same key, and all point towards a shortage of supplies.

"In the freight market also there is no disposition to accept the late rates of freight, shipowners all preferring to wait the course of events; consequently, very few ships are offering for either the spruce ports or for any of the pitch pine ports."

The Winnipeg Railway War.

In order to prevent the Red River Valley Railway Company from proceeding with its work, the Canadian Pacific Company, a few days since, commenced in the night and built a spur line from their track so as to place a barrier against the other company's work. They tore up rails from their Winnipeg yard-tracks with which to iron the obstructing spur, and, having laid them, placed cars laden with old sleepers on the track, so as to make it as complicated a work as possible for the Valley company to go on with their grading. The C. P. R. people also purchased land over which the new road was to pass, and the war of the roads became very interesting. A despatch of 22nd says :—

The first blow in the legal struggle between the two companies was struck on Saturday morning, when application for an injuction was made before Judge Taylor. The bill is filed in the name of Brownon, owner of two lots near Morris, against Messrs Ryan, Haney, Strevel, Hon Mr. Norquay, premier and Hon Dr. Wilson, minister of public works, for the purpose of restraining the grading and construction of the Red River railway across the plaintiff's two lots. Application for the injunction was made by J. A. M. Aikens, Q. C., assisted by numerous counsel, while Messrs Munson, M. P., and the Deputy Attorney General and Mr. Robertson appeared for the contractors and the Local Government. His lordship granted the interim injunction asked for, the same to be in force until Wednesday, when a motion will be made to continue the injunction until the hearing of the cause.

There was considerable excitement in the city when it became known that an injunction had been granted, but everybody was confident that the Red River graders had the start of the Canadian Pacific, as advices in the morning said the former were rapidly nearing the disputed property. This appeared to be correct, as at five o'clock yesterday, the grading across the lots was begun and securely fenced in, operations having commenced at break of day. The injunction was served by telegraph about 3 p. m. on Contractor Strevel by the Canadian Pacific agent, accompanied by the occupant of the lots. Right-of-way Agent Young offered the latter money for the property which was refused. Strevel took no notice of the injunction but proceeded with the grading which was completed as before stated. This victory for the Province in spite of the Dominion Government and the Canadian Pacific opposition is hailed with delight.

The Winnipeg *Free Press* editorial in its concluding remarks, says :—"The grade has been completed across the bounding lots in first-class style. Bravo! Let the government keep looking forward and go on with the work. The people are at its back. Already VanHornet's big trick has become so small that it is scarcely visible to the unassisted eye."

A Winnipeg special says: A telegram from Premier Norquay congratulates the contractor and the government upon paying no heed to the injunction, and expects his colleagues to go right ahead and defy the Canadian Pacific railway and the Dominion Government in the construction of the road. He says he will return at once, as the object of his absence from Manitoba has now been served. At a meeting of the Cabinet council, held to-day, it was decided to lay rails and ties despite the injunction, and if any forcible resistance is offered the government will be backed by five thousand citizens or all that are wanted. Hundreds drove out to-day to view the piece of work across the lots for which an injunction was issued.

Sir John.

Sir John and Lady Macdonald appear to have experienced a very pleasant time of it in New Brunswick during their late visit, until they had been a few hours in St. John, when the attentions bestowed upon them became a bore. It seems that there are several circles of Conservatives there, each having its peculiar interests and views of what is due to it from the party, and generally antogonistic to the others. All have a common platform, of course, in the doctrine that no grits need apply, but outside of that they crowd and jostle, hate and are jealous of each other, to the amusement of their neighbors. The *Sun* complained that a few ill-natured grit managers tried to prevent the less narrow men of their party from participating officially or otherwise in any of the "performances," to which the *Globe* retorted as follows:—

There are no ill-natured grits and certainly there was no effort on the part of anyone in St. John to prevent anybody from "officially" or any other way participating in what the *Sun* so correctly describes as "performances." The whole business of the reception was handled by an exclusive set of tories, who, not only drew the party lines as tightly as it was possible to draw them, but who drew the lines of their particular cliques tighter still. Yet, even they were divided, and they sat in their committees and glared and glowered at each other in a way that was amusing to those who were not interested in their quarrels. However, the "grits" have to bear a great deal. Sir John charged on them the weevil and the potato bug, and now the Tory organ grinds out the doleful tune that there were ill-natured grits to blame for any short coming in the popular feeling. The truth is Canterbury street and the Market Square are responsible for the ill-nature of this occasion, and the want of a sufficiency of warm popular feeling is due entirely to the exclusiveness of the Tory managers, who sought to keep the old man all to themselves. The result was not only want of enthusiasm, but Sir John was dreadfully bored. He delights in airy, light, and graceful trifles on his holidays; and is fond of public applause. He got, instead, the moonings and mopings of Tory committees, the dreary talk of councilmen on harbor and other matters which are not within his province, the weary tramp up, up, up, stairs after stairs into school rooms, where all the children looked alike to him; and above all, he was kept without his lunch to which he sits down at home with the regularity of clock work. And, then, he had Foster tagging after him! Even his faithful wife could not stand the strain. She would not go on the drive around the bridge yesterday forenoon, and finally when Sir John had to listen to the stupid talk which was prolonged yesterday afternoon by some Tory wire-pullers after the Portland council got through their alleged harbor business, he made up his mind to leave town at once. And, there is one thing about him, when he makes up his mind he sticks. He perhaps regretted a little when he saw the pretty girls at the Owens Art Gallery. All the engagements for to-day were cancelled, Foster was sent off to Ottawa on "public business," and this morning Sir John got away quietly before his tormentors were around, and before he could be got to go through any more "performances." The true way to entertain a guest is to make him feel comfortable."

And the same paper, referring to the fact that eight o'clock on Thursday morning was the time set down for Sir John's departure from the city says:—

In order to escape the Tory satellites who had been boring him almost to death, Sir John and Lady Macdonald left the hotel quietly soon after seven o'clock, this morning, and were driven to their car, which was standing on the siding in the I. C. R. yard. They remained there until a few minutes before eight o'clock, when the car was switched off on to the main track. Only one or two persons were present when the premier departed. The henchmen of the Conservative party, who gathered at the Royal Hotel to receive a parting blessing from their chieftain, were greatly chagrined when they learned that he had given them the slip. They took the hint, however, and did not follow him to the station.

A despatch from Sussex says: The morning was wet, yet quite a large number met and gave Sir John a hearty welcome. After the usual introductions he was driven through the town as far east as Hon. Mr Morton's and back. On his return he was addressed by Judge Wedderburn on behalf of the people of Kings County. Sir John made a few remarks in reply, expressing his delight with what he had seen of Sussex and apologizing for the non-appearance of Lady Macdonald who was unable to leave her car. At this the ladies of Sussex were disappointed. Sir John remained in Sussex about an hour and a half and then left for Moncton.

MONCTON, Aug 19.—Sir John and party arrived by special train at 11.30. There was a proposal to give him a non-political reception in the hope that Liberals would join. They were quite willing that Sir John should receive a fitting reception as premier of Canada and a prominent public man, but declined to take any part that would be construed into an endorsement of Sir John's policy and methods of the government, and the scheme of the local Tory leaders to rope them in failed. Not one Liberal attended the meeting called to make the preliminary arrangements and the Tories had to go it alone with the assistance of the mayor and two councillors.

When Sir John landed he received a hearty but not enthusiastic greeting from a small sized assemblage. After presentations he was driven down town followed by a procession of 26 carriages. Not a cheer greeted him along the street. At the Opera House the band played and an address was presented by the mayor, which, for a non-partizan production, was extremely partizan. Sir John's reply was short, rambling and somewhat humorous. A special train started for north at 1.30 o'clock. Taken altogether it was very tame. Local Tory leaders are chagrined at the flatness of the affair, and the refusal of Liberals to be caught in the trap laid for them.

The *Advocate* gives the following account of Sir John's treatment of those who assembled at Newcastle station to salute and greet him.

"Though this county went pretty strongly against the Liberal-Conservative party in the last election, yet when it was understood that Sir John was to pass through Newcastle there was a great desire evinced on all sides to see and hear the great Canadian Chief, and people flocked to the station as the time approached for him to arrive. Major Call had two guns of the Battery taken to the station and a salute fired as the Premier's car approached. Three cheers were also given while the car was at the station, but Sir John failed to put in an appearance, and the train after a few moment's delay left the platform without gratifying the crowd with a view of its valuable freight. The people were greatly disappointed, & the ungenerous interpreted the action of Sir John in not putting in an appearance as an intentional rebuke to Northumberland for its conduct in the late election. The most rational view of the matter, however, is that as the Premier had not been officially notified of any demonstration in his honor, and as no one had waited upon him to make him aware of the fact, it would be an indication of vanity on his part to presume that such was the case. Those who have noticed the sensitive modesty often exhibited by great men will easily be persuaded to the latter belief."

It is said that the cruiser *Houlett* also saluted the Chieftain from her anchorage off the town, but, like Sir John, our reporter was not notified even of the Premier's intention to pass Newcastle at the time named, so we had no representative on the ground to share the general disappointment caused by Sir Johns's singular snub of those who endeavored to do him honor. The *Advocate's* attempt to attribute Sir John's non-recognition of the salute, etc. to an observance on his part of the most refined and delicate etiquette of such occasions, will cause most people to grin very broadly. Sir John isn't built that way. He isn't the kind of a man to miss an opportunity to gratify even a mixed crowd, unless he refrained therefrom with deliberate intention or through illness. He was sick at St. John of being trotted round, up stairs and down, by a school trustee, with nothing to relieve the monotony of school children, all of whom must have been alike uninteresting to him, but had recovered sufficiently at Sussex, to spend a pleasant hour with his admirers there. And he gave still more time to his Moncton friends. After leaving the latter with the intention of again spending a few days amid the pleasant surroundings of Dalhousie and the Inch Arran, there does not appear to have been anything, save pure and intentional indifference to prevent him from acknowledging the impromptu courtesies with which he was honored at Newcastle. That he did not desire to see any one at Newcastle was manifest in the fact that the iron guard gates on his car platform were locked and, moreover, when a prominent man of the conservative party climbed over and was about to enter the car, the door was slammed in his face. The local tories, who are ready to accept anything Sir John does as right, explain his failure to recognise the courtesies extended at Newcastle by saying that it was only a lot of "grits" who got the thing up and Sir John did right to snub them. If we are rightly informed, both parties were well represented among those who assembled at the station and all were desirous of paying their respects to Sir John as premier of Canada, a great political leader and a gentleman. This they could do, sinking their party feelings for the time. That they were all, alike, snubbed and humiliated is a fact which is not to Sir John's credit. His position in the country entitled those who were present to a courteous acknowledgment of their respectful salutations. His contemptuous silence was simply an exhibition of what will be considered an intention to snub them.

DALHOUSIE, N. B., Aug. 20—Sir John and Lady Macdonald arrived here by special train from St. John last evening. The chieftain intends staying at Inch-Arran for a few days before proceeding to Ottawa.

BIG FIGURES.—A Bay City Mich., despatch of 17th inst. says

The largest raft of pine logs ever towed in the world reached here yesterday. It contains 8 000,000 feet and is valued at $1,000,000.

If the logs are as largely over estimated in quantity as they are in value the raft will hardly 'hold out,' for $ 125 per thousand feet for logs is a big price, even though they be Michigan pine.

The wonder is that papers published in places where the people are familiar with the business of which such absurd statements are made, give currency to them without comment, yet the above "raft" item has gone the round of the St. John and other papers in all its barebeaded absurdity unaccompanied by comment. And on Tuesday the *Sun* came to hand with the following "fish story", which rather staggers the one from Michigan:—

W. T. Coleman & Co., of San Francisco, have cleared $3,000,000 on their salmon operations this season.

If the profits of Messrs Coleman were ten cents a pound, it would require 15,000 tons of salmon to foot up what the *Sun* says they cleared. The salmon trade here stands dismayed at such enormous figures. We believe much concerning California's big trees, but we must draw the line at the Bay City raft and Coleman's fifteen thousand tons of salmon.

The Queen to the President.

The following reply to the president's congratulatory telegram sent on the occasion of her jubilee has been received from Queen Victoria:—

Victoria, by the grace of God, of the kingdom of Great Britain and Ireland. Queen, Defender of the Faith, Empress of India, etc., etc.

To the President of the United States of America:—

Sendoth, greeting our good friend: We have received from the hands of Mr. Phelps, United States minister at our court, the letter you addressed us on the 26 h May last, in which you convey your congratulations, and those of the people of the United States on the occasion of the 50 h anniversary of our accension to the throne. We request you to accept our best thanks for this proof of friendship and good will, which, with similar proofs we have received from rulers of the people of other states, caused us most sincere gratification. In thanking you also for the choice which you have made of Mr. Phelps to be the interpreter of your sentiments on this occasion, we request you to accept, in return, our best wishes for your own uninterrupted happiness and welfare, and for the prosperity of the United States of America, and so we recommend you to the protection of Almighty.

Given at our court at Windsor castle, the 18th day of July, in the year of our Lord 1887, and in the 51st year of our reign,

Your good friend,

VICTORIA.

Salisbury.

Mr. R. A. Stewart in England.

The London *Times*, of the 10th inst., in its report of the case of R. A. & J. Stewart, before the English Bankrupt court, says:—

The debtors, who were merchants carrying on business in Fenurcourt City, as Stewart Brothers, and at St. John and Bathurst, New Brunswick, as R. & J. Stewart, applied to pass their examination.

Mr. Tanner appeared for the Official Receiver; Mr. Sidney Woolf for the trustee; Mr. Gore for the creditors; and Mr. H. Reed for the debtors.

[The statement of the firm's affairs submitted is similar to that published by us last week from the London *Timber Trades Journal*.]

The official Receiver reported that the books of the London house had been well kept and balanced, and balance-sheets and profit and loss accounts were prepared annually, that of April 30, 1883, showing an apparent surplus of £51,271. Since the case was last before the court Mr. R. A. Stewart, the senior partner, has arrived in this country from Canada. He was now examined, and stated that he had seen and read the statements filed by his partner, and he was prepared to swear to the accuracy of them. The failure was attributable to losses on the trading during the last two years. A surplus of £46, 400 had been lost, and there was a deficiency of £148,000.

At the close of the evidence the debtors passed their examination.

The London *Timber Trades* journal says :—

"After some delay, Mr. R. A. Stewart, senior partner in the late firm of Stewart Bros., of Fen Court, Fenchurch Street, has arrived here from Canada, and on Tuesday attended the Bankruptcy Court to be examined. It will be recollected what an outcry was raised on the Canadian side when the Maritime Bank stopped, and Messrs Stewart Bros. were known to be implicated. The whole uproar seems to have ended in smoke, for, after a full examination on Tuesday, Mr. Registrar Linklater was satisfied with Mr. R. A. Stewart's explanations to the questions put, and Mr. John Stewart having replied to the only question put to him, the examination closed."

THE LEAGUE.—The Irishmen of Liverpool, on Sunday last, adopted a resolution protesting against the proclamation of the Irish National League. Similar resolutions were adopted at a meeting of Radicals in London. It is rumored that at the request of the Parnellites the government has consented to postpone the discussion of action in proclaiming the league. A delegation of members of the English Home Rule Union will soon visit Ireland to give an expression to the good will of English Liberals towards the Irish. A public reception will be given the delegation in Dublin, Sept. 14, at which the lord mayor will preside. League meetings are being held as usual.

The Irish Land Bill.

THE TORIES SHOW THEIR HAND.

LONDON, Aug 19.—In the house of commons last night, on the discussion of the land bill, Balfour's motion to accept the lords' amendment was carried. An amendment by Healy was negatived, 202 to 166, under cloture. On motion of Mr. Balfour, three of the house of lords' amendments were rejected.

Gibson, attorney general for Ireland, moved that the house confirm Earl Cadogan's amendment, which provides that the revision of rents be based upon the difference in prices in 1887 compared with 1881 to 1885.

Parnell said it was obviously too late to discuss so important a question. The amendment would deprive the bill of more than half its value. Rather than accept such an illusory concession to the tenants he would prefer that the bill be dropped altogether. (Parnellite cheers.) The government would not justify themselves for flying in the face of their own declarations and the report of the Cowper commission. The fact was the government were moved to adopt the proposal in the lords by the fact that certain unionists had left town. Such conduct was contemptible. They might withdraw the whole bill if they liked, and leave the tenants to fight the matter themselves. The tenants would not get the worst of it, because they were certain to get a better bill within a year. He warned the government that their bill would break down. The tenants, disappointed in parliament, would look to other methods of redress outside the law and constitution, which were in the long run the only arguments parliament ever recognized. (Loud opposition cheers.) The government proved this repeatedly. He hoped this would be the last occasion they would ever have the power to afford such proof. (Cheers.)

Balfour characterized Parnell's reflection upon the government's motives as unworthy the leader of any party. He said the bill got in such a position that they must drop it or agree to Cadogan's amendment. In addition to other benefits even Parnell admitted the amendment would afford some reduction, yet, professing to speak in the tenants' interests, he pretended he would look with equanimity upon the withdrawal of the bill, thus laying himself open to the darkest suspicion. His language would afford those anxious to promote disorder in Ireland the strongest justification for their action. (Conservative cheers.)

T. W. Russell, Irish liberal unionist, regretted that a section of the unionists supported the government in what he described as a dear night's work.

Healy contended that the debate ought to be adjourned. He said they had understood the government would disagree with the lords' amendments. Therefore they had no amendments prepared. He believed this to be the worst year since 1847 for Irish tenant farmers. Under the circumstances he would vote to reject the bill. He hoped the debate would be adjourned.

Smith would not consent to adjournment of debate. He asked the house to immediately dispose of the lords' amendments. (Conservative cheers.)

Sir Wm. Vernon Harcourt strongly supported the proposal to adjourn. Goschen defended Earl Cadogan's amendments. T. P. O'Connor moved to adjourn the debate. Smith moved cloture, which was carried by 224 to 115. Cadogan's amendment was adopted, 215 to 161.

On Balfour's motion to adopt the remaining lords' amendments, the house disagreed. A committee was appointed to draw up the reasons.

In the divisions on the town parks and Cadogan amendments, Chamberlain, Collins and five other unionists voted against the government.

The *Daily News* says: "It is difficult to exaggerate the significance of Parnell's speech. The government of wiseacres sell-dom floundered into a more desperately false situation."

The *Telegraph* sees no reason to modify the original opinion that the lords' amendments were deplorable in tactics.

The *Chronicle* says: "It would be as easy to make an empty sack stand up stiff and straight as support the government's chameleon-like policy. 'Plague on both your houses' is the natural verdict of English and Scotch unionists."

The *News* says that the Marquis of Hartington and Chamberlain recently advised the government that it would be impolitic to proclaim the league till the effect of the new land act was seen. The *News* welcomes Chamberlain's attitude and says it is sometime since he adopted such a tone towards the government as characterized his motion in the debate last night.

The *Standard* applauds the government's firmness in the matter of the land bill last night, and is surprised at Mr. Chamberlain's attitude. "The only fitting answer to Parnell's menace," says the *Standard*, "is that the government will not fail to do its duty to protect life and property in Ireland by the free use of the powers parliament has conferred upon it."

The government has proclaimed the Irish National League.

Parnell, Dillon, O'Brien, Harrington and other Nationalists started for Dublin this evening. Some will return to assist in the debate on Thursday, when Gladstone will move an address to the crown denouncing the proclamation of the league. Most Liberals welcome the action of the government on the ground that it will tend to hasten a Gladstone reaction. A number of Liberal members of the commons will proceed to Ireland to prove their sympathy with the league. The Tories are chagrined over the prospect of a prolongation of the session but most of the Unionists approve of the government's action.

To emphasize their indignation a number of Liberal members of the commons have decided to join the league.

Many Irish papers appeared with black borders this evening. The announcement of the proclamation is received quietly in Ireland.

Human Hyenas.

We published, last week, a telegraphic report of a great railway disaster at Chatsworth, Ill., but one of its most revolting features which was not then referred to was the robbery of the dying and dead victims. A despatch says:—

No sooner had the wreck occurred than a scene of robbery began. A band of miscreants began plundering the dead from this terrible accident, taking even the shoes which covered their feet. Who these wretches are is not known. Whether they were a band of pickpockets, who accompanied the train, or some robber gang who were lurking in the vicinity cannot be said. The horrible suspicion, however, exists, and there are many who gave it credence, that the accident was a deliberately planned case of train wrecking. That the bridge was set on fire by some miscreants who hoped to seize the opportunity offered, and the fact that the bridge was so far consumed at the time the train came along, and the added fact that the train was an hour and a half late, are pointed out as evidence of a careful conspiracy. These fiends in human form went into the cars when the fire was burning fiercely underneath, and when the poor wretches who were pinned there begged them for God's sake to help them out, stripped them of their watches and jewelry, and searched their pockets for money. When the dead bodies were laid out in the cornfields, these hyenas turned them over in their search for valuables; and that the plundering was done by an organized gang was proved by the fact that this morning, out in the cornfields, 16 purses, all empty, were found in one heap. It was a ghastly plundering, and had the plunderers been caught this afternoon they would surely have been lynched.

In reference to the action of the Coroner's jury on the disaster, we have the following:—

CHATSWORTH, Ill., Aug. 18.—The Coroner's jury have agreed on a verdict which holds Timothy Coughlin, foreman of section seven, to the grand jury, and negatively exonerates the company. The management is not censured for running a double header, for lax system of train inspection or anything else. The verdict simply implies a failure to patrol the track for six hours before the train came, and the habit of burning grass close to the track is the subject of criticism. Three or four friends of the road on the jury had better staying qualities than two or three who wanted to fix a portion of the blame on the management.

The Origin of Diphtheria.

Of the many diseases to which mankind are subject one of the most mysterious, in many respects, is diphtheria. Although known long before, it did not become prevalent until some thirty years ago. Its ravages since have been dreadful. In numberless cases all the children of a family have been carried off within a few days.

Much has been learned concerning the conditions favoring the spread of this fell disease, and something of the influences fostering its virulence, such as overcrowding, badly trapped drains or want of drainage, damp walls and floors. Dr. George Turner, in a report to the Local (London) Government Board, says that in his experience saturation of the soil under the dwelling with fœtal matter, or with water contaminated by excrement, is a condition especially favorable to development of diphtheria in its most fatal forms.

It is known also that the earliest cases in an epidemic of diphtheria are generally very mild; that children who die of it in such cases are often supposed to die of croup, and that the disease is spread by personal communication, especially by association of children at school. Observation has proved that the disease is often spread in its most fatal form by persons who were slightly attacked and who had recovered. Convalescent children do not seem to do much harm in their own families, but it often happens that when they return to school diphtheria attacks other pupils with great virulence.

But almost nothing is known with certainty of the beginnings of diphtheria. Cases occur for which neither personal communication nor unwholesome surroundings can be assigned as the cause.

Dr. Turner suggests that in such cases the disease is communicated to human beings by the lower animals, and he quotes in support of this theory several remarkable cases which came under his own observation. It has long been believed that scarlatina, diphtheria and enteric fever are frequently communicated from man to man through the medium of milk, and Dr Klein has demonstrated that a disease of the cow, which apparently causes it little discomfort, is reproduced as scarlatina in those who use its milk. But in the cases given by Dr. Turner diphtheria appears to have been communicated directly from man to the lower animals or from the lower animals to man.

In 1882 he found in the throat of a pigeon supposed to have died of strangles a membrane which hung loosely in the tube. In other pigeons inoculated in the fauces with this membrane a disease of a similar character occurred.

In 1883 an epidemic of diphtheria occurred in the village of Beaughing. The disease appeared first on a farm on which the fowls were dying of a disease such as affected the pigeons. On other farms the disease was preceded by a similar affection amongst the fowls. So in 1886 he found that at Farnham, at Aldershot, at Ash and other places in which diphtheria was epidemic the fowls were affected by the disease. At a place in Surrey it caused great havoc amongst chickens and pheasants. All the appearances presented by the sick fowl were those of diphtheria. At Tongham a man bought a chicken at an infected farm and took it home. Diphtheria—the first case at the village—broke out in his house shortly after.

Dr. Turner observed also that horses and swine suffered from throat diseases soon after diphtheria had become epidemic amongst human beings.

In 1886 several cats died at Brent Pelham (Herts.), when diphtheria prevailed there. Their necks were swelled, there was a foul discharge from the nostrils, and "running at the eyes" in all cases. Similar diseases were observed amongst the cats at Aldershot, Farnham and other places. The evidence was very strong that at Petersfield, Sussex, the disease was communicated by children to the cats. Several other instances are given, and it is stated that in 1885 Dr. Renshaw succeeded in inoculating cats with diphtheria. Instances are also given in which strongles attacked horses at the same time that diphtheria prevailed in the neighborhood, and Dr. Ogle is named as authority for the statement that diphteria occurred in a shepherd's family shortly after a throat disease had appeared amongst the sheep.

These observations, if they as yet lead to no positive conclusion, open a large field for inquiry as to the connection between diphtheria in man and throat affections among animals. Dr. Turner says :—

"It is a question of great importance, and demonstration of such connection would help to explain the occurrence of cases of diphtheria in isolated positions where human communication is very restricted. As, for instance, in the Australian bush, where (as I am informed by a friend residing there) diphtheria sometimes makes its appearance under circumstances which almost preclude any conveyance of infection by human beings or by prevailing winds.

"It might explain, too, the great difference we notice in the severity of diphtheria in different epidemics, and make clear other facts concerning which we are at present totally in the dark."

Exaggerated Reports.

ST. JOHN'S, N. F., Aug. 17.—The *Colonist* to-day contains the following from Sir Robert Thorburn, premier:

"Statements published abroad regarding Newfoundland are untruthful and malicious. There is neither bankruptcy nor universal destitution. The bank and western fisheries are successful. The Labrador and Northern fisheries have hitherto been poor, but are improving. At the latest advice, the general outlook here is much better than it was last season at the corresponding period."

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Marble Works!!

The subscriber has removed his WORKS from Upper Chatham to the premises on WATER ST. CHATHAM, lately occupied by MR. ALEX. CANTLEY, Blacksmith, (near the