

NEWS OF THE WEEK.

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

The Grand Southern Railway in N. B. has been placed in the hands of a Receiver. There never was the slightest prospect of the road paying.

The Jubilee regatta will probably fill our hotels and boarding houses with visitors from all parts of the province, among whom we hope will be those of our readers who desire to witness a first-class yacht race.

The Mounted Police now number 990 men, the full strength being 1000. The majority of the force are fine, able, active men, but there are some puny miserable-looking fellows, who never ought to have passed muster.

Hanlan, who was once the boast and pride of Canadian scullers, must now take a second place among champion oarsmen. In his late race with the American, Teemer, the latter defeated him, having a clear lead of two boat lengths.

The anniversary of the settlement of Pictou is always a gala day in our chief seaport on the Gulf. Those who have not visited that part of Nova Scotia should make their arrangements to be in Pictou on the fifteenth prox., the date of the celebration.

The horse cars, or trams, as they are now spoken of by the elite, carry on an average four thousand passengers a day. This, at five cents per passenger, is equivalent to \$1400 per week. What a pity that Halifax capital is not reaping this harvest.

The outlook in Newfoundland is anything but encouraging. The strait fisheries have been below the average, while those of Labrador have almost proved a total failure. Fortunately, the root crop of the Island is good, and the inhabitants will have, at least, potatoes to eat.

Principal Grant, speaking in Ottawa of the Jubilee fund for Queen's University, said that he calculated that \$140,000 had already been subscribed. The minimum sum asked for is \$250,000 and none of the subscribers will be asked for payment until that sum is subscribed.

The Norwegian Government has sent two commissioners to visit the great fishing grounds of other nationalities, to report upon the methods employed. The commissioners will shortly be in Canadian waters, and they will probably note that we have to capture American fishermen as well as to catch Canadian fish.

Some of the aldermen appear to think that the meetings of the members of the Board of Works should be open to the public, but we fancy the public have no particular interest in reviewing the details of the work performed by that body. It is sufficient to have the action of this board confirmed in the open meetings of the City Council.

At the last meeting of the Canadian Shorthand Society, a congratulatory cablegram was sent to Isaac Pitman, who this year celebrates the jubilee of the introduction by him of shorthand writing. Mr. Pitman's first publication in this art was entitled "Stenographic Sound Hand." He has since given to the world several excellent phonetic manuals.

The Wanderers' bazaar, which has been one of the events of the week, gave ample evidence of the drawing capabilities of the young mesdames and mademoiselles who graced the many booths and tables. Many a man who attended the bazaar went fully determined not to expend more than a certain sum, but in most cases the sweet selling damsels made him exceed his limit.

A correspondent of the *Star* suggests that the fishery dispute be settled by Canada granting the United States the privilege of free fishing in return for the cession to Canada by the latter of that part of Maine through which the short line will run, and also a free entry for Canadian caught fish into the American market. The suggestion possesses at least the merit of originality.

The Canada Pacific Railway Company are said to have outwitted the company building the Red River Valley Railway. In order to prevent the latter company from building its line to the boundary the C. P. R. have constructed a loop line, which the R. R. V. railway will have to obtain leave to cross. This bars the road, and indefinitely postpones construction of the proposed railway.

Colchester correspondent writes:—"Hay is light on account of frost and drought, oats do not meet the expectations of the farmer; the potato bug is making havoc in the fields, as the leafless stalks abundantly show, and fruit is a total failure." The subscriber writing of Kings and Annapolis says that the hay crop is over an average, and that roots look well; the apple yield will be exceedingly small and the fruit undergrown; owing to the drought the pasturage and after-feed have been poor, and this will have the effect of raising the price of butter.

The Chignecto *Post* says that Mr. H. G. Wall, whose mill at Bayfield was destroyed by fire last fall, purchased early in the summer from Messrs. A. Robb & Sons, of Amherst, a Monarch inclined tubular boiler of 35 H.P., a Hercules engine of 30 H. P., which he has had engaged cutting several yards of logs, and at present is cutting a yard for Mr. Chisholm, Emigrant Road. This boiler and engine is the first of its kind in use (*i.e.*, both engine and boiler on wheels,) and, Mr. Wall informs us, gives entire satisfaction in every respect, cutting on an average about 320 logs per day. Mr. Wall is one of those energetic go-ahead young men, that allow no difficulties to impede his march towards doing what he can to help improve and build up this country of ours.

The big raft at Joggins is being rebuilt, and its length increased by 166 feet. Its owners are confident that this time they will successfully launch the monster raft.

Sir John and Lady Macdonald have been well received in N. B. and politics have not marred the reception. Liberals uniting with Conservatives in doing honor to Canada's Premier.

While the American schooner *Anno Bell*, with a cargo of 2,300 casks of lime, was being towed through the falls at the mouth of the St. John river, she struck a rock with such force as to drive a hole in her bow and sank within a minute, her crew escaping to the tug.

The following item from the *St. John Sun* will be of special interest to bathers.—"On Friday last, while Messrs. McLaren, of St. John, were drifting for shad they captured a man-eating shark. The monster was dragged to shore and killed, and afterwards taken to the city. It is about eight feet long and is a very dark gray color. The skin, when rubbed against the grain, is as rough as coarse sand-paper, and very few rubs will remove the cuticle from one's fingers. The ponderous jaws of this leviathan of the deep are provided with two rows of teeth on each jaw. The teeth are about an inch apart, almost half an inch in length and are as sharp as needles. The inside row turns inward, so that it is next to an impossibility for its prey to escape. The fish has been offered to the Natural History Society, who will doubtless add it to their museum."

This is the way Thom. J. Lesieur, a clerk in the Montreal post-office, was proved to be the thief who was stealing registered letters. It appears that Joseph Palmer, head clerk of the registry department, caused a decoy letter to be sent under the register mark. The letter contained four bills, three \$1 bills, Nos. 891,788, 674,932 and 823,185, and a \$2 bill. The letter arrived in the office early in the morning and was kept in sight until shortly before 12 o'clock. Shortly after noon the prisoner was seen to go out and walk with a friend whom he met at the door to a restaurant near the city hall. The detective followed him in, and saw him pay a \$1 bill for a glass of beer. The detective then also called for a drink, gave a \$5 bill, and, as he expected, got in change the topmost \$1 bill in the drawer. On examining it it was found to be one of those enclosed in the decoy letter. The detective immediately arrested Lesieur. When brought to the Central police station two other bills bearing the marked numbers were found on his person.

A great many department clerks at Washington were dismissed July 1, because of the failure of the last Congress to make provision for the payment of their salaries.

Cornelius B. Erwin, of New Britain, Ct., has bequeathed \$1,000,000 to religious and benevolent institutions. \$130,000 is left towards the establishment of a public library.

Let the Bostonian rejoice and be glad. A Parsee priest, rejoicing in the name of Dadabah Sookai, is on his way to the city of culture to organize a society for the worship of Zoroaster.

According to the *Book Buyer*, the \$494,600 which Mrs. Grant has received from the sale of her husband's work represents 70 per cent. of the gross profits on the publication, which have thus far amounted to about \$706,600. The gross receipts from the sale of the work have amounted to not far from \$3,000,000. There have been sold 312,000 sets at an average of probably \$9 a set, which foots up to \$2,808,000 as a fair estimate of what the public has paid for this work. The skins of 7,000 goats and 20,000 sheep have been used for the covers of these volumes. How this last statistical item was ascertained we confess we regard as a mystery.

Scarcely a day passes by without the public being made aware of some terrible disaster from fire, flood, or accident by railway. The latest and worst accident occurred just after we went to press last week. An excursion train with one thousand passengers bound for Niagara Falls, went through a dry bridge at Chatsworth, Ill., killing one hundred and thirty people, and seriously injuring from three to four times as many more. All night the surviving passengers battled with the flames to prevent their relatives and friends being charred beyond recognition. The immediate cause of the accident was the firing of the bridge over which the train had to pass, but whether the fire was the work of an incendiary is yet a mooted question. The following are among the principal railway accidents which have occurred. That which took place in 1876, caused by the fall of the bridge over a creek near Ashtabula, when the Pacific express went down a ravine and nearly 100 lives were lost by crushing, drowning and burning. A very great disaster was that at the Desjardins Canal bridge, near Hamilton, Ontario, in 1857, when a train went through and sixty lives were lost. The collapse of the Tay Bridge on December 28, 1878, was a remarkable disaster for every one on board a train of ninety passengers were lost, but death probably came without much suffering, as it was by drowning. At the Bussey bridge accident near Boston last winter on the Providence road, about 30 lives were lost. In the White River bridge disaster last February 37 persons perished.

The ancient city of Scatari in Asia Minor has been about totally destroyed by fire.

A portrait of Mme. de Pompadour, by Boucher, brought \$50,000 in a recent London sale.

It is now said that the Ameer's troops have succeeded in defeating the Afghan rebels. The report is doubtless correct.

The Prince of Wales, though he has an income of \$1,000,000, was well-nigh bankrupted by his Jubilee expenses, and is a frequent horrorer on the street.