

The election of Dr. Brooks to the Episcopate is matter for congratulation to the people of Massachusetts. A true Christian, an eloquent preacher and a churchman of broad sympathetic views, it may be relied upon that Phillips Brooks will add lustre to the roll of Bishops of America.

The report that the war in Chili was likely to be soon over, was, it appears, a little too previous. By advices from Valparaiso we should judge that the worst was not over. President Balmaceda has rejected the demands of the deputies from the congressional or insurgent parties, who were trying to come to some understanding with the President, by which hostilities might be ended. It is now thought probable the struggle will be renewed and fought out until one side or the other is crushed. President Balmaceda has given notice of the withdrawal of bank notes, the withdrawal to take place at the rate of ten per cent monthly. The President also demands that all import duties shall be paid in silver.

The Jackson case is still the subject of comment in the English papers. Mrs. Jackson has published a long account of her reasons for refusing to live with Mr. Jackson, which appears to have turned public opinion completely in her favor. It is made quite evident that Mr. Jackson married her from purely mercenary considerations, and this being the case his wife found it impossible to live with him. A good deal is said about the injustice of a wife being free to leave her husband if she chooses to do so, while a man can be compelled to support his wife if he should happen to desire to leave her. A bill has been introduced into the House of Commons to amend the law of marriages, proposing to assimilate the English law to that of Scotland, where four years' desertion by either party is a ground for divorce. It is manifestly unfair that deserted husbands or wives should be compelled to live single lives for, perhaps, no fault of their own, when chances of happiness and companionship may be open to them. The very fact that desertion may be followed by divorce, would be likely to be the strongest of all reasons for inducing a wife to fulfil her conjugal obligations.

Clergymen may be compared to the little girl in the nursery rhyme, who, when she was good, was very, very good, and when she was bad was horrid. A story comes from Pictou of a scandal of a sensational character in the western section of the county, the chief sinner being a well known clergyman, and the other party a member of his congregation. Amherst has also its clerical wolf in sheep's clothing. The Rev. A. B. Staples, who has been for over a year assistant to Rev. D. A. Steele, pastor of the Baptist Church, got engaged to two ladies and lived a generally fast life until recently. He was found out, and the friends of lady number one tried to force him to marry her, as she was in need of the protection of his name. The Reverend scamp went so far as to procure the marriage license and make arrangements for the ceremony, but before the time for it to take place arrived he made his escape. Several creditors in Amherst mourn his departure. The young Englishman we recently had in Halifax, who robbed St. Luke's Cathedral, was another specimen of the man who has mistaken his vocation. Such affairs as these bring the profession of Christianity and the ministry into disrepute, for the generality of mankind are more swayed by the evil they hear of, than by the preponderating good about which little is said.

The morals of a section of British society have not been shown in a very flattering light of late. The Parnell and O'Shea scandal was shocking enough, but it was not so bad as the more recent case of Edmund H. Verney, member of parliament, who was sentenced on May 6th to one year's imprisonment for conspiracy with Mme. Roullier, of Paris, to procure a young girl for immoral purposes. This case has made a great sensation in England, and there is every reason to believe that Captain Verney is as black a sheep as ever lived. The Hurlburt breach of promise case is another shady affair, about which very little that is definite can be learned. In view of such an exposure of English wickedness it is just as well that the condemned Kabeleis pictures have not been destroyed by order of the court, before which the complaint about them was brought last year. These French paintings were on exhibition, and on an outcry being made that they were indecent, the case was tried by Mr. Vaughan, a magistrate, who ordered them to be destroyed. An appeal was made from this order, which was set aside, but the appellants were fined twenty five pounds each. The pictures are to be packed and sealed and returned to France, where they rather enjoy such things. If the English had destroyed these pictures, the French remarks in view of recent events would most likely have been withering. It would in truth have looked like straining at a gnat and swallowing a camel, or the pet calling the kettle black.

The *Maritime Agriculturist* gives an account of a successful but rather unsavory enterprise, which was started a few years ago by Mr. Frederick Clark in the western part of New York. It is nothing less than a skunk farm. The skin of this animal is valuable, and has been fashionable for some years. Mr. Clark managed to catch a few pairs of skunks alive to stock his farm. For the first two or three years little was done, but Mr. Clark raised some farm truck, while his skunks were settling down to quiet family life, and so made both ends meet until the animals had increased in number so he could dispose of them. Up to the present Mr. Clark has had a monopoly of the skunk farming business and sells several hundred skins a year. The pelt of the polecat, as it is called in Europe, is worth now about \$2 when in good condition. Formerly 25 cents was the average price. The animals are very inexpensive things to feed, as for the most part they grub in the ground and take care of themselves. The old ones

raise a family of from four to six, breeding in May and June. The common skunk is about the size of a cat, generally black or very dark brown, having streaks of white along the back. It lives in burrows which it digs in the earth, and in a wild state feeds on mice, frogs, etc.; and also on fruits and insects. It is obnoxious to the poultry raiser as it is very fond of chicken, and in a single night one skunk has been known to kill two dozen fowls, sucking the blood and eating the brains, for which it seemed to have a special predilection. That for which the skunk is most famous, is the intolerable odor it emits when alarmed or angry. Mr. Clark has very little trouble, since his animals have become tame. The well known "Alaska Sable" fur, which is much worn by ladies, smells just the same as ever. Probably there are not enough tame skunks yet to supply the market.

A good deal has been said at various times about the iniquity caused by insurance of the lives of the infants and children of the very poor in England. It has been stated that mothers have even caused the death of their children, in order to claim the insurance money. In the *Nineteenth Century* Mr. E. Berdoe takes the other side of the question, and gives the mothers credit for a large degree of devotion to their offspring. He sets forth that it seldom happens that a poor family has enough money saved to pay the necessary expenses of a burial when a child dies, and that as a usual thing the whole of the insurance money is swallowed up in this way, and that there is small inducement to the mothers to cause the death of their children. Mr. Berdoe says that the mothers stint themselves in order to have medical attendance, because, for one thing, they are afraid of an inquest. They show, moreover, a greater amount of affection and anxiety about sick children than is often demonstrated by mothers of a better class. It is gratifying to hear this testimony to the maternal instinct of slum mothers, who have so often had hard things said of them when there was no one to come forward in their defence. With regard to the funeral expenses and signs of mourning, Mr. Berdoe says:—"Three or four pounds do not go far in paying even a poor man's undertaker and the fees, of one sort and another, which are imperative on such an occasion. Mr. Braithwaite was laid to rest by friends dressed in their gay Sunday clothes (if such advanced folk make any distinction for Sunday) but we hope the day may be far distant when the British workman and his wife would go to the grave of their child without some sign of mourning, such as other decent folk put on by a not unhalloved custom." The article bears the stamp of sincerity, and leaves no impression of being written in the interests of the "death clubs."

The Annual Report of the Minister of Railways and Canals for the fiscal year ending June 30th, 1890, has just been laid on our table. Among other interesting items of information we find that the number of railways, including the Government roads, in actual operation in the Dominion of Canada (embracing under one head all amalgamated lines) was fifty. The number of miles of railway completed, irrespective of sidings, was 13,325, of which 12,559 were laid with steel rails. There were 12,628 miles of railway in actual operation. The paid up capital amounted to \$760,576,446. The gross earnings of all these railways amounted to \$42,149,615, and their working expenses to \$31,038,045, leaving the amount of the net earnings \$11,111,570. The number of passengers carried was 12,151,051, and 17,928,626 tons of freight were conveyed over these roads. The total number of miles run by trains was 38,819,380. Four routes are available between Halifax and Montreal, namely, the Intercolonial Railway route by the Intercolonial Railway to Point Levis, 675 miles, and the Grand Trunk to Montreal, 173 miles, total 848 miles; by the Canadian Pacific Railway route, by Intercolonial to St. John, 275 miles, New Brunswick Railway and Main Central Railway to Mattawamkeag, 146 miles, and Canadian Pacific Railway to Montreal, 334 miles, total 755 miles; by the Grand Trunk Railway route, by Intercolonial to St. John, 275 miles, New Brunswick Railway, 90 miles, Maine Central to Danville Junction, 224 miles, and G. T. R. to Montreal, 270 miles, total 859 miles; and by the Temiscouata route, by Intercolonial to St. John, 275 miles, New Brunswick Railway to Edmundston, 170 miles, Temiscouata Railway to Riviere du Loup, 81 miles, Intercolonial to Levis, 115 miles, and Grand Trunk Railway to Montreal, 173 miles, total 814 miles. The following are the Government Railways in operation:—The Intercolonial and its extensions, 894 miles; Eastern Extension Railway, 80 miles; Windsor Branch (maintained only) 32 miles; Prince Edward Island Railway, 211 miles, giving a total of 1,217 miles. The through Ocean Mail Line from Point Levis, opposite Quebec, to Halifax, is 675 miles in length. On the Intercolonial, in comparison with the previous year's result, an increase is shown of 79,060 in the number of passengers, and an increase of 148,627 in the number of tons of freight carried by the road. The earnings show an increase of \$32,716.57. The expenditure for working shows an increase of \$327,544.28. Of flour, there were carried 1,094,193 barrels, an increase of 167,179; of grain, 2,597,951 bushels, an increase of 1,078,039; of lumber, 209,904,071 feet, an increase of 12,358,294 feet. The live cattle business amounted to 80,065 head, an increase of 2,404. This all shows an increase in the business of the road, and the fact that the receipts from the passenger traffic show a decrease, is explained as attributable to the operation of the new direct line of the Canadian Pacific Railway between Montreal and St. John, which, connecting at St. John with the Intercolonial, obtains communication with Halifax, and, as a consequence has received a considerable amount of the through passenger traffic: formerly carried only by the Intercolonial; the alternative route being, however, in the interest of the public.

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