THE HERALD

WEDNESDAY, JANUARY 17, 1894.

The First Rehearsal.

THE local government and their supporters are billed to meet here on the 24th. No doubt the great variety show will then decide when the all-jumbled-up-together House of Commons-House of Lords will convene for the transaction of business; which items of expenditure can be best carried into the "Suspense Account," in order to hide from the people the correct amount of the magnificent deficit created by their blunders; also what method they will adopt to wring from the country an additional sum sufficient to satisfy their extravagance; and, finally what form a measure, intended to withdraw the fabulous amount placed away in their "Sinking Fund" should take. It will be the first rehearsal of the big show with which Manager Peters intends starring the Province during the next four years, and much therefore, depends upon how the players comport themselves in the several scenes.

Still Libeling.

THE banquet recently tendered Mr. Laurier at Quebec furnished him an opportunity to criticize the Dominion Government, and, at the same time, decry the country whose destinies he, at some future day, expects to shape. Like all true blue grit politicians the great chief gave vent to his pent-up feelings concerning the present condition of the country in a manner calculated to make his hearers howl with delight—a howl they did—and to still further confirm the people in their opinion that the grits are not fit or desirable persons with whom to entrust the care of the nation. One of his brightest and most ridiculous gems of criticism was when he exclaimed: "Fancy a country which ought to be productive and prosperous, being so vast as it is, and which could give a living to a hundred million of people; that same country could not now give a living to a paltry five million."

The grit leader must have well known, when giving vent to these expressions, that they lacked the essential element of truth. Where today is there a country more prosperous and contented than ours? We are not all amassing wealth; neither are millions of us dependent upon charity. But when the grit spouters get agoing they seem to forget or purposely ignore these facts. The people, however, are conversant with the true state of affairs, and do not take such ranting seriously. When they do enter into the true spirit of the thing is when these men ask that the affairs of the country be entrusted to their keeping. Then the answer comes in an emphatic "No!" Past experience, covering a period of over fifteen years, should teach the grit party that until they learn to have faith in their country, or make open profession of what they must sincerely believe, they will continue to meet with the customary reverses of fortune. It has yet to be recorded of a man, or set of men, attaining the goal of their ambition by trading upon the good name of a fellow-man or of their country.

That Roadway.

THE question of constructing a breastwork and roadway around the shore leading to Victoria Park is again engaging the attention of the public. Several letters have appeared in the daily press concerning the work, and the advantages which would accrue to the wave-beaten shore and to not a few of our laborers by its early commencement. We have also seen it stated that it was the intention of a deputation of our citizens to wait upon the Mayor and City Fathers and urge the construction of the breastwork during the course of the present winter, and thereby afford work for a number of laborers who are without employment. Besides looking to the personal benefit which would result from the construction of the breastwork and roadway, the saving of acres of valuable land from the fury of the waves and the action of the ice should lend additional weight to the argument in favor of the work, and tend to accelerate its commencement.

We have always been believers in the building of this much needed work, and have ideas of our own regarding who should construct it. Judging by current reports it is the intention to ask the city to bear the onus of the burden. With this proposition we do not agree. Both the city and the local government are interested in the matter; to the latter belongs the land, while citizens of the former utilize it. Therefore both the city and provincial governments should be called upon to construct the breastwork.

Our citizens, no doubt, remember the discussion which took place some two summers ago, when their right to use the foreshore as an approach to the Park was questioned. They also remember how matters were straightened out by an additional slice of government land being appropriated for their use, and the present fence, noted for its close resemblance to the wall enclosing a prison yard, erected, presumably to prevent further inroads. Then, as now, the question of a roadway bobbed up, and the writer aired his views on the matter through the columns of the HERALD. To the arguments then advanced we are still wedded. On the present occasion we deem the reproduction of a portion of these remarks not at all inopportune.

Concerning the adjustment of the difficulty which necessitated one's infringing upon private property to reach the Park we said: 'Now no barriers by this route exist; but how long, we ask, if things remain as at present, will the now commodious footpath be at our command? But a few years will elapse when the old grievance will again stare us in the face. Perhaps then it will become permanent, as no doubt when the present wall that shuts out from view the gubernatorial residence, grounds, etc., will be washed by the waves, the powers that be will not feel justified in appropriating another slice of the land to meet our wants. In fact, were another such incursion made, the fence would be almost at the door of the residence." These remarks hold as good today as they did two years ago. If it once happens that the ice and waves eat in to the present fence, we may reasonably expect to bid adieu to our favorite route.

"That a breastwork or something of a similar nature is needed no one will surely deny. Spring after spring we have seen portions of the most valuable land in the province washed into the sea by the action of the ice and waves; yet we look calmly on, or listen to the mathematician compute the number of years till our Island home will entirely disappear by such action, but never once think of adopting means to prevent such an effacement.

"Agreed that the work is necessary both from a monetary point of view and to prevent collapse, who should build it? The government we say, because it is their land that is being destroyed. But then the city could lend its help. As our civic rulers have not yet received an inspiration of this nineteenth century's progressiveness, we still utilize for sidewalks the antiquated plank. Every spring, and during the summer, thousands of feet of new plankways are laid, and the old ones are carried away for kindling wood or allowed to rot. Now this old plank might form part of the city's quota towards the work. Although dubbed old plank, many of them are in a tolerable good state, and would, if nothing else, serve to fill in. Only recently we have seen a breastwork built entirely of these old plank, and it presents as stable an appearance as if built of the best material." And even to the present day the work constructed out of this supposedly useless plank remains as firm and intact as when first built, and gives evidence of many more years of usefulness. Besides, it has been subjected to the same influences of ice and water as would be the proposed breastwork to the Park.

We think both the authorities of the city and the government should take the initiative in the matter. The land going to waste belongs to the government, while the construction of the work would confer upon our citizens an ever lasting boon.

Now is the only proper time to begin operations. The expense incurred upon a work begun for the purpose of aiding those out of employment cannot be so great as if left until the same work shall have become an actual necessity. We therefore hope to see the ideas of those of our citizens interested in the matter assume a more definite shape than mere newspaper mention. And when they do set out to urge the "whys" and "wherefores" of the breastwork and roadway, let them not forget that the local government are deeply interested parties.

By effecting a change in the fiscal year, and having it end about the time the annual subsidy fell due from the Dominion Government, the Grit Government of Nova Scotia was enabled to announce a surplus for the nine months ending in September. And then this juggling with time and figures was heralded abroad as an evidence of gait financiering ability!

Supreme Court.

SATURDAY, Jan. 13.

On motion of Mr. D. C. McLeod, the application of Alder Brehaut for examination to be admitted to the study of law in the office of D. A. McKinnon, LL. B., Georgetown, was granted.

Benj. Rogers vs. J. M. Nicholson. Action for promissory note. Rattenbury for plaintiff; Morson for defendant. Verdict for plaintiff.

W. A. Weeks & another vs. John M. Nicholson. Action for promissory note. Whear for plaintiff; Morson for defendant. Verdict for plaintiff.

MONDAY, Jan. 15.

Geo. Dickieson vs. James Gordian—Action on a promissory note. Before Mr. Justice Hodgson and a jury. H. C. Macdonald for plaintiff; D C. McLeod and J. J. Johnson for defendant. Verdict for plaintiff for $166.

The Queen vs. Wm Power—Indictment for assault on a policeman in the discharge of his duty. Attorney-General Peters for the Crown addressed the jury. Prisoner was undefended. The jury after a short deliberation, found a verdict of "Guilty."

The Queen vs. Michael Power, sr., Indictment for assault on Robert Kelly. Pleaded guilty.

The Queen vs. Michael Power, jr., indictment for assault to resist arrest. The Attorney-General entered a *nolle prosequi*.

TUESDAY, Jan. 16.

This morning William Lester, indicted for presenting drugs with intent to procure abortion, was arraigned, pleaded "not guilty," and said he would be ready for trial tomorrow.

Donald McKinnon, indicted for common assault, was also arraigned, pleaded "not guilty," and said he would be ready for trial tomorrow.

James McIntyre, indicted for assault occasioning actual bodily harm, was also arraigned. He pleaded "not guilty," and said he would be ready for trial tomorrow. His counsel, Mr. L H Davies, is ill with the grip, otherwise the trial would have been proceeded with today.

The Manufacturers' Insurance Company vs. George Dickieson. Action on a promissory note. Before the Chief Justice and a jury. W. A. O. Morson for plaintiff, Attorney General and H. C. Macdonald for defendant. Still before the court.

THE STORM.

About nine o'clock Friday morning a thick snow storm set in, the wind blowing from the south. Early in the afternoon the wind hauled around to the northeast then to north and northwest and blew with great fury. The snowing continued from the time above mentioned till about four o'clock Sunday morning when it ceased. The velocity of the wind during the storm was from thirty-five to 42 miles an hour. The greatest speed was attained about nine o'clock Saturday night. The fall of snow was eighteen inches on the level. But in the way it came down it was considerably more in many places, for in Charlottetown alone some of the banks attained an altitude of thirteen or fourteen feet. People who took a walk through the city on Sunday might see a sight the like of which has not been witnessed for years. Immense banks of snow everywhere, many of them reaching to the second story windows of some dwellings. The streets were almost impassable. Everything gave evidence to the fury of the storm. The old residents can call to mind no snow storm that equalled this one.

The services in the different churches were very poorly attended on Sunday. A funeral took place from St. Dunstan's Cathedral, Sunday afternoon, to the new Catholic Cemetery. The body was that of Stephen A. Carroll, son of the late Stephen Carroll, of Dorchester street. The funeral was to have taken place on Saturday, but owing to the storm was postponed till Sunday. When the hearse got as far as Mark Wright's corner it was found necessary to have the mourners proceed it in order to break a way. The funeral proceeded in this manner till the old cemetery was reached when the hearse could go no further. The coffin was then transferred to a sleigh hauled by one of the city horses. A number of shovels were procured and a road broken as far as Love's Tannery. Here the banks were too deep for the horses and the coffin was taken from the sleigh and placed on a toboggan. It was lashed to it and hauled by the men to the cemetery.

The work of clearing the streets began on Monday morning. The City Surveyor issued his notice calling on the citizens to aid in breaking the streets. About forty men and some teams turned out. They did splendid work through the day and by evening had all the principal streets in a condition fit for traffic. It was a fine sight to see the shovel brigade at work on the heavy snow banks.

THE STORM AND THE RAILWAY.

The banks of snow on the Railroad track were the worst that have been met with for some years. In many places the banks drifted to great heights. Monday morning the work of clearing the track commenced. Trains started from Charlottetown, Tignish, Souris and Georgetown. There were about five hundred shovellers employed. The train from Tignish got into Charlottetown about 8 o'clock Monday night. The train from Georgetown got to Peake's Station. That from Souris got to St. Peter's. We understand that the snow drifts were heaviest on the eastern end of the line. It is now twelve years since any snow fighting has been done on the railway.

THE STANLEY.

The steamer Stanley left Georgetown, Friday morning, for Pictou. She had not proceeded far till she was overtaken by the storm. She did not arrive in Pictou that day, and as no word was heard of her till Monday night those having friends on board were extremely anxious to hear from her. It was glad news to many that came over the wires Monday night, announcing that she was to be seen in the ice some miles distant from Pictou Island.

THE STORM IN THE OTHER PROVINCES.

INGONISH, C. B., Jan. 15.—The heaviest storm since the memorial gale of August, 1873 swept this coast Friday night, blowing from southeast and accompanied by a blinding snow storm. At dark the wind hauled east. There was not much sea up to 9 o'clock next morning. The destruction to some wharves and boats and the extremely high marks scored by the sea, proved that the tidal wave stole a march upon us. Nearly all wharves are stripped. Fish and splitting houses were swept clean off, while a dozen boats of different sizes were smashed and injured.

From all points along coast similar reports come in. A lobster factory at St Paul's Island, all the gear and two boats are gone.

At Mat Cove, Nail's Harbor, New Haven and French River, considerable property was destroyed, particularly at Nail's Harbor, where Government Block, and McLeod & Co's wharves were swept away and fish houses with contents.

South Ingonish seems to have suffered more than any other place. Outside building of Pickett & Co's property went, Cann's shop was washed from its foundation and a shed in which were ten barrels of flour, cask of molasses and other goods broke clear of the shop, and was swept away with all its contents. The wharves are badly damaged. Every flake is blown and strewn around in all quarters.

A family named Donovan had to leave their house through the night, and merely saved their lives. Donovan's house was broken in by the sea, and about twenty small boats were smashed. The whole place presents a sad appearance. The road opposite Fresh Lake is completely ruined.

A small factory at Middle Head is also gone with all apparatus. A false channel is open on north side of abutment built to protect beach and half of government number for erection of public landing was swept away.

HALIFAX, Jan. 15.—A fatal accident occurred on the W. & A. Railway yesterday. The special train running a snow plough and flanger, which left this place, met with a disaster at Gibbon's Bridge, one mile west of Wilmot Station. When within 200 yards of the bridge, the snow plough left the rails and forced its way over the sleepers until reaching the bridge, when the structure collapsed, carrying with it the snow plough and engine. O. B. Pudsey, engineer, and Frank Smith, firemen, were killed. Their bodies were buried in the debris, but were recovered after much work.

Board of Trade.

The adjourned annual meeting of the Charlottetown Board of Trade was held Monday evening. Several communications were read, after which the President, P. Blake, Esq., presented the annual report. In this, allusion was made to the conferences which the Board arranged between Hon. Messrs. Foster and Angers, and representatives of the various trades and industries, for which the President received a letter of thanks from Mr. Foster. It was also pointed out that during the early part of the fall the Board had directed attention to the proposed winter arrangement of the Prince Edward Island Railway, which at our busiest season would have been extremely unfair and inconvenient to our people, and that after the interchange of letters and telegrams the Board had the satisfaction of seeing the matter arranged in accordance with their suggestions until the close of navigation. Reference was made, too, to the good offices of the Board in respect to the rates of freight and passage on board the steamer Stanley. These had resulted in the collection of summer rates as long as the Stanley was able to ply between Charlottetown and Pictou, and in the granting of through rates on freight for the mainland. Several other points were adverted to, after which the officers of the Board for the ensuing year were elected as follows:—

President—P. Blake.

Vice-President—D. Farquharson.

Sec-Treasurer—B. D. Higgs.

Council—T. Hanrahan, L. L. Beer, T. J. Harris, F. H. Arsenault, J. Newson, W. L. Cotton, Horace Hazzard, S. W. Crabbe.

Board of Arbitrators—T. Handrahan S. W. Crabbe, F. W. Hyndman, L. L. Beer, F. H. Arnaud, John McEachern, Horace Hazzard, John Newson, W. L. Cotton, T. J. Harris, E. W. Taylor.

Mr. Pitblado, Manager of the Bank of Nova Scotia here, and Mr L.E. Prowse, M. P. P., were unanimously elected members of the Board of Trade.

Bazaar in St Joseph's Convent.

The Bazaar, which opened in St Joseph's Convent on Tuesday of last week, closed Thursday night. It was an eminently successful affair from every point of view. The amount realized was $320. The following are the names of the ladies who were in charge of the different tables:

Mrs. Doiron, Treasurer.

Tea Table—Mrs Joseph McInnis, Mrs Jennings, Mrs D Welsh, Mrs J McQuaid, Mrs P Duffy, Mrs T McQuaid, Mrs Murnian, Mrs Coyle, Mrs Wynne, Mrs Sweeney, Mrs Cullen, Mrs Griffith, Mrs Gillis, Mrs Kelly, Mrs Brothers, Mrs J Hennessey, Miss M Conaghthan, Miss B Conaghthan, Miss Mary Fraser, Miss Arsenault, Miss Minnie Corrigan, Miss Kate Egan, Miss S Malone, Miss McCabe, Miss Mary Crowley.

First Fancy Table—Mrs Conroy, Mrs John Byrne, Miss Katie Higgins, Miss Ellen Higgins, Miss Minnie Hughes, Miss Maggie Marr, Miss Sarah Hughes, Miss Alice Sullivan, Miss Maggie Lowrie, Miss Sarah Trainor, Miss Sarah Edmonds. Mrs. Higgins, Treasurer.

Second Fancy Table—Mrs Jenkins, Mrs Collins, Mrs Jackman, Miss Mary Lynch, Miss Katie Trainor, Miss Florency Cronan, Miss Annie Grant, Miss Mary Murray, Miss Martha Hennessey, Miss Reardon, Miss E Crowley, Miss A Lynch, Miss V Mooney, Miss Lizzie McMahon, Miss Katie Wilson.—Miss Annie McKenna, Treasurer.

Third Fancy Table—Mrs P Duffy, Mrs John Walsh, Mrs Curran, Miss M Higgins, Miss M A Hennessey, Miss Butler, Miss Alice O'Brien, Miss H Sweeney.—Miss E Coyle, Treasurer.

Refreshment Table—Mrs D McDonald, Miss B Lantry, Miss M Trainor, Miss M A McCloskey, Miss M Fraser, Miss C Mooney, Miss M A Trainor, Miss A McQuaid, Miss M Woods, Miss M Curley, Miss Quinn, Miss J Pidgeon, Treasurer.

Lottery Table—Miss Katie Mooney, Miss A King, Miss A McQuaid, Miss M A Monaghan, Miss E Burns, Miss T Griffin, Miss A Sweeney, Miss T Cumming, Miss E Kelly, Treasurer.

Ice Cream—Miss B Sullivan, Miss M Lantry, Miss A Hennessey, Treasurer.

Oysters—Mrs Scott, Miss M Walsh, Miss E Fraser, Miss M Lawlor, Miss Dougherty, Mrs McAree, Treasurer.

On Thursday the drawing for lotteries took place and resulted as follows:

Gentlemen's Writing Case—Miss Florence Cronan.

Canary Bird and Cage—His Lordship Bishop McDonald.

Ladies Dressing Case—Mrs Doiron.

Mantel Drapery—James Reddin.

Fancy Table—F H Blake.

Easel and Frame—Miss Florence Cronan.

Clock—Miss Angelina Doyle.

Doll—Patrick Hogan.

Lamb—Mrs Michael Hennessey.

Wax Cross, framed—Rev. P Hogan.

Cake (one story) Miss Sarah Campbell.

Chair—Wm H Trainor.

Banner—Mrs John Byrne.

Brooch—Mrs Wakeford.

Cake (three story)—Rev J McMillan.

Plush Cushion—Rev Father Bourgeault.

Cushion—A Gaudet.

Bureau—Edward Redmond.

Oil Painted Cushion—Rev A McAulay.

Cigar Case—Miss Lizzie McMahon.

FARMER'S COLUMN

By an advertisement in the Government papers of the province, I infer that Mr. F. G. Bowyer is soon to undertake another pilgrimage to the Upper Canadian Provinces for the purpose, I presume, of purchasing improved stock for the Government Farm, I do not know what classes of stock the Government have in contemplation to buy, but I trust the list includes one or more of the very best Hackney Stallions obtainable in Canada. Never before did the horse-breeding interests of the Province so badly need that the government of the day should take a hand in developing this important industry on lines different from those followed by our people for some years past. With the present unparalleled depressed condition of the market for the classes of horses which we have to dispose of, private enterprise has no heart to further experiment with horse flesh. The craze for breeding trotters has almost knocked the bottom out of the business here as elsewhere, but now that this craze has about run its course, it behoves the Government to step in and make an honest effort to place the horse interests of the country on a sounder basis. When horses bred at Palo Alto, and full of the blood of the greatest trotting progenitors the world has seen, sell for a mere song, as was recently the case in New York, it is time for our people to call a halt, to this particular line of breeding, and look in some other direction for the horse, which is to pay them to raise in future. And it seems to me that, for the man of means and leisure, who delights in a pleasant drive after a rangy and spirited steed, no horse "fills the bill" as well as the noble looking Hackney. In this connection I ask from the readers of the Herald a careful perusal of the following letter, which recently appeared in the COUNTRY GENTLEMAN.

SMALL FARMERS BREED HORSES.

I have read with interest the letter from Uteyana Farms in issue of November 9, and his question. "Will it pay farmers to breed horses?" is a pertinent one to us all, and worthy of careful and earnest discussion. We all admit that the business of breeding horses, especially since the trotting boom, has been greatly overdone. The country today is full of horses, trotting-bred horses, that cannot trot and are not fitted for any practical purpose. Surely it will not need any argument to convince the farmer that it will not be profitable for him to add to this over-production by breeding a few more.

As your correspondent truly says, the chances for getting a fast colt by breeding an ordinary mare to a fast stallion, are remote indeed. Under the most favorable circumstances, when the fastest and best bred animals are mated, the prizes are far from plenty. We see C. J. Hamlin or Miller & Sibley, or William Corbett, send a stable of trotters through the grand circuit, and a Fantasy, with her record of 2 08¼ at three years, or a Belle Flower or a Martha Wilkes win many thousands of dollars, and we are apt to think good fortune will strike us, and we breed a few more trotting foals in the hope of getting a world-beater. If we stop a moment to consider the other side we may do differently. Does it ever occur to you, dear reader, that each of these breeders has probably half a million of dollars tied up in trotting horses? That from among 300 to 400 under the most careful training the few sensational performers are found? That it costs at least $10,000 a year for the salaries of trainers and attendants upon the horses in training, to say nothing of the travelling expenses, entrance fees and other expenses incidental to campaigning a stable of horses? If any one will take these figures and make a fair comparison with his own resources, he can figure out the probable chances of his success in breeding trotters. There was a time when the farmer—when any one—could make money breeding trotting stock, but that time has passed.*

What then shall the farmer breed? This is a hard question to answer, but I believe the Hackney will for some time to come be the most profitable horse for the farmer and small breeder to produce. By this I do not mean the pony without a tail that one can see every day prancing through Central Park. I mean horses of substance and size. Many people think the Hackney fit only to draw a tandem cart or fancy trap for style, but this is a great mistake. The Hackney is a type of much more powerful build than the trotter and a much more useful animal for general utility. Where a trotting bred horse, 15½ hands, will weigh 950 to 1000 lbs., a Hackney of the same height will weigh 1,200 lbs. This size is fully heavy enough for the coach or heavy family carriage, and a pair of nice half-bred or full-bred Hackneys, from 15½ to 16 hands, will bring a price representing a nice profit to the breeder. Those that range from 15 to 15½ hands will make ideal road horses and also be adapted for general farm work.

Your correspondent very aptly remarks that trotters have too much nervous energy for farm work. This nervous energy is the essential thing for extreme speed, but when extreme speed is not attained it does not follow that the speed failure will be an ideal plow horse or family driver. Give a farmer a pair of compact, full-bred Hackneys, 15 or 15½ hands and weighing 1,000 to 1,100 lbs., each, and he has an ideal team for the plow, the mowing machine, the market wagon, the family carriage—in fact, for every purpose except to enter in the speed classes at the county fair.

As to the expense of raising a horse, every reader can figure that for himself. It will certainly cost less to get a horse of this type ready for market than the trotter that must be developed and the speed shown to command any price. A Hackney is ready for sale when matured and nicely broken, although, of course, if driven about the adjoining town and accustomed to the sights of the city, this is a great advantage. One point I believe every breeder should study, and that is finish. Breed handsome horses and good size. Many trotting families incline to be small and the greatest sires and many of the greatest performers were small. George Wilkes was a small horse, less than 15 hands; Electioneer was a small horse and very plain in conformation; Daniel Lambert was under 15 hands; Dictator is only 15 hands and Harold, the sire of Maud S., was no larger. Size seems of little importance in extreme speed. Fantasy, that trotted to a record of 2 08¼ this year at three years of age, stands nearly 16 hands, while Sea King, that acquired a record of 2.21¼, is 13¾ hands high. When, however, a horse cannot trot fast, size becomes very important. I bred two trotting mares this year to a Hackney stallion. The mares were small, one being 14¾ hands and the other 15¼ hands. Both are mares of high nervous energy and fast at the trotting gait. I bred them to a Hackney stallion standing nearly 16 hands, and I find by referring to the catalogue of Bloodgood Farm that his sire was 15¼ hands, his grandsire 15. hands, his great-grandsire 15¾ hands and his great-great-grandsire 16 hands. His dam was by a horse 15¾ hands and her dam by a horse of the same size, and all through the pedigree the prevailing size is from 15¼ to 16 hands.

If there is any law of heredity—and we know there is—the produce will be larger than the dam, and I shall have made a beginning to breed up in size. Unless a farmer or small breeder has a natural adaptation for handling horses there is little prospect of profit in breeding trotters. There was a time when young stock could be sold on the pedigree—and sometimes on a mighty poor pedigree at that—but that time has passed never to return. A buyer now demands to see speed and value before he pays out his money, and the only way to get speed is to develop it.

The Hackney type is the farmer's type *par excellence*. By breeding his mares in the fall, they can be used to do nearly or quite the entire work on the farm, and any breeding animal is really better for moderate work rather than to be kept in idleness. Again, if the foal is liberally fed as it should be for the first two years it can then be put at light work, such as the harrow, the hay rake, and the family carriage; in this way it can be made to pay more than its keep, and it will at the same time be receiving lessons that will add to its future usefulness. Under such circumstances it will scarcely cost the farmer more to raise a first class horse than it would to raise a cow or an animal for beef, and certainly the horse would far out-sell either of the others.

L. C. UNDERHILL.

A growers' journal estimates the world's crop of cloves at 3000 tons.

News in Brief.

The Ontario Legislature meets today.

There are thirty cases of smallpox in Chicago.

M. Woddington, formerly French Minister to England, is dead.

The widow of William Thackeray, the great English satirist and novelist, is dead.

Hon. Edward Blake addresses a meeting of Ottawa Irishmen on the 25th inst.

Two deaths occurred at Winnipeg Thursday night from exposure. The weather was very severe

George Bishop, engraver and real estate dealer, Montreal, has assigned. Liabilities, $100,000.

The speech of Emperor William at the opening of the Prussian Diet yesterday was heard in silence.

Reports from Brazil say the insurgents are burning villages at Rio Grande, and also butchering the captives.

Vaillant, the anarchist, who threw the bomb in the French Chamber of Deputies has been found guilty and sentenced to death.

A London despatch says it is reported that the steamer Alloaby foundered in the Bay of Biscay, and that twelve persons were drowned.

An explosion of an infernal machine Saturday in the railroad station at Islington, Eng., caused great excitement. No one was injured.

An anarchist plot to burn and loot Casava, Italy, has been discovered. The anarchists are causing terror in the surrounding country.

Two passenger trains collided Monday on Hackensack Bridge, on the Delaware Hackawana and Western Railroad. Twelve persons were killed.

Ten per cent reduction in wages, and also reduction from 9 to 8 hours, has gone into effect on the Grand Trunk R. R. among trackmen.

A heavy shock of earthquake was felt, Thursday morning at Point des Monts Pentecost, Seven Islands, Mosie and other portions of the province of Quebec.

Toronto hotel keepers are forming a protective league, and will keep the liquor law to the letter, and make others keep it. They will make war on dive-keepers and druggists.

The Attorney-General of New Jersey has decided that the Legislature organized by the Democrats is a constitutional one. Both sides are now endeavoring to effect a compromise.

The steamer City of Pekin, at San Francisco, brings news of the loss in the Java Sea of the British barque Clan Grant, from Amoy for New York, with a million pounds of tea. The crew were saved.

The Toronto Young Men's Conservative Club has passed a resolution approving the action of Manitoba in the separate school matter. They say that interference would be a political outrage.

The London Post says that mediæval annals will not show a more scandalous record of intrigue than the history of the Harrison dealings with Hawaii. Cleveland's good intentions will not prevail unless force be used.

Three hundred thousand rifle cartridges were discovered at New York on the steamer Maracaibo for Admiral Melle. The first mate and engineer admitted that they were responsible and were at once discharged.

Diphtheria is epidemic in Saratoff, Russia. Most of its victims are children. In some towns and villages hardly a child has survived. In nine villages of one district there were 1,094 deaths from diphtheria last year.

The Toronto Young Men's Conservative Club at their next meeting will be asked to condemn the Protestant Protective Association, and express their sense of sorrow that a league hostile to the ceaseless advance of transcendant civilization has been resurrected from the ruins of antiquity.

Harris and Watkins, negro pugilists, fought at the Jacksonville, Fla., Opera House Monday night, under articles of agreement identical with those signed by Corbett and Mitchell. They were not interfered with. The Duval Athletic Club people are disappointed that the State authorities took no action to stop the contest, as they hoped to make the case a test one for the big fight.

A Minister of the Crown says that the delay in calling Parliament together was not because the Government were awaiting the action of the United States Congress on the tariff matter. The Finance Minister and his colleagues were, he said, busily engaged on our own tariff amendment, and this task was sufficiently heavy to cause the House to be convened later than usual.

It is announced from Washington that a resolution will be introduced in the House of Representatives limiting the general debate on the Wilson tariff bill to four days. The debate will be followed by the consideration in Committee of the Whole under the rule limiting each speaker to five minutes. It is expected by this means to pass the bill through the House practically in its present shape, by Jan. 20th.

Dr. Bourinot, chief clerk of the House of Commons when in Toronto recently was asked his view as to the constitutional aspect of the Prohibition Plebiscite vote cast in Ontario, replied: "Sir O. Mowat having asked the expression of public opinion, is bound to abide by the results of that vote. He is now bound to carry out the decision of the people to its logical conclusion as far as possible within the limits of his well-defined constitutional authority. "There can be no question that he has full control over the retail system of this Province. In my opinion he has the power to shut up every retail shop in this Province."

An important judgement affecting the Canadian patent law was delivered by Judge Burbidge at Ottawa last week. It was in the case of the Queen vs Laforce. The latter was granted letters patent for improvements in pneumatic tyres for bicycles. Thomas B. Jeffrey, of Chicago, whose patent in Canada was dated two months later than Laforce's, but who had it patented in the United States prior to Laforce, claimed that Laforce's patent should be set aside as he (Jeffrey) was the inventor. Justice Burbidge gave judgment with costs in favor of Laforce, deciding that a foreign patent of which the public had no knowledge or means of knowledge, could not annul a patent granted in Canada, although the invention was of an older date. The second point in the judgment was that patents were open to illustration and explanation, but not for enlargement.

THERE is trouble at St. John between Schofield & Co., of the Furness Line and the ship laborers. The latter demand three dollars per day for loading grain, while Schofield says that the Halifax rates are only two dollars. Schofield says that if the Union maintains its demands the Furness people will be obliged to ship grain from Halifax instead of St. John.

A BAD case of destitution is said to exist on Douglas street, near the Malpeque Road. A family of three, consisting of husband, wife and young baby, is in utter want, the husband being laid up with the grip and unable to work. For two days the latter end of last week they were without food, fuel or light. Fortunately a good Samaritan chanced to visit them and learning their condition, managed with the aid of several friends to provide them with some food and coal. The strangest part of the affair is that the helpless man is a son of one of the wealthiest, if not the wealthiest, men in our city. The parents, it is stated, know of his condition but refuse to help their child.

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OVER THE WIRES.

VENICE, Jan. 10.—The Italian govt. has ordered several army corps to be in readiness for immediate service in case of an outbreak of war, it having been discovered that France is abetting an outbreak in Sicily. Batteries on the Tyrrhenian Sea will be completed at once.

NEW YORK, Jan. 11.—Three brothers, Luigi, Gaetano and Andrea Dalcante, quarrelled yesterday. They had a fight during which several shots were fired. After the shooting Andrea Dalcante fled from the apartment, and later the police found Luigi and Gaetano mortally wounded.

LONDON, Jan. 11.—It is said that Chancellor Harcourt will meet the deficit by a wholesale revision of the death duties if possible combined with a graduate income tax. The News thinks the country will approve the plan, and says the proposed reform wisely affected would make the reputation of any financier.

OTTAWA, Jan. 11—Premier Houltain of the Northwest Territories has forwarded to the Dominion government a reply to the protests of Archbishop Tache against the ordinance passed by the territorial legislature abolishing separate schools. Houltain defends the ordinance as one in the interest of education in the Northwest. The Federal Government has until the 7th of February to consider the question of disallowing the ordinance.

LONDON, Jan. 11.—The Newfoundland ministry are again strongly urging the Imperial Government to give assent to the Bond-Blaine Treaty. Sydney Burton, M. P., Parliamentary Secretary of the Colonial Office, stated in the Commons yesterday, that negotiations were now in progress at Washington, and the whole matter was in the hands of the British Ambassador, Sir Julian Pauncefote. The private opinion here is that the United States are most unlikely to enter into any fresh reciprocity treaties in lieu of the revision of their tariff now before Congress.

NEW YORK, Jan. 12.—An attempt was made last last night to blow up tenement house 54 on Avenue D by two supposed dynamite bombs. One exploded in a "sweater" tailor shop on the ground floor, blowing out the light and wrecking the place. The other was placed in the cellar, but did not explode. The cellar was covered with kerosene oil and considerable cotton batting and strewn about. The motive is a mystery.

LONDON, Jan. 13—The report stage of the Parish Councils Bill was finished at midnight and bill passed its third reading amid Liberal cheers. The House adjourned until Feb. 12th.

LONDON, Jan 13.—In the special election in Leicestershire, Lord Willoughby (con) was elected over Torr (Gladstonian,) by 838 majority. Willoughby succeeds to the seat of the late Edward Stanhope, Secretary of War, in Lord Salisbury's cabinet.

LONG ISLAND CITY N. Y., Jan. 13—Improvised bridge over Newton creek, Meeker Avenue, collapsed last night precipitating a number of pedestrians—variously estimated at 75, into the river. The greater number were rescued, but some were in an injured condition. Five persons are believed to be drowned.

OTTAWA, Jan. 13. Parliament has been prorogued *pro forma*, until Feb. 26.

A despatch from the Colonial Office accords the title of Honorable to the solicitor General and the two Controllers during their tenure of office, and also gives them precedence after the members of the Privy Council not in the Cabinet. The Lieutenant-Governors of Manitoba, British Columbia and Prince Edward Island and the Territories take rank after the Lieutenant-Governor of New Brunswick, and his predecessors are Ontario, Quebec and Nova Scotia.

OTTAWA, Jan. 15.—The Government will entertain proposals for a fast Atlantic Steamship Service on the basis of a subsidy of three quarters of a million dollars. But it is not likely that they will exceed that amount.

Edward Morse, a packer in the post office, was sent to gaol by the civil service examiners for eight days for refusing to answer a question. Morse passed a recent examination, but wrote at Montreal, and it is charged that he got some one to personate him. When questioned on the subject he would not answer.

OTTAWA, Jan. 16.—The Dominion Cabinet has formally approved of the minister's report refusing to entertain the claims of Nova Scotia upon the Federal Government on account of expenditures by that Province and municipalities upon railways which now form portions of the Intercolonial system.

ST. JOHN'S Nfld, Jan. 16—Mr. Bowers, the editor of the Tribune, formerly of Prince Edward Island is in trouble with the Supreme Court and may be arrested for contempt. He published an a tiele on Saturday denouncing the Opposition for presenting election petitions against the Whiteway members, terming them "Pigotts," "informers," and "conspirators."

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