

HAMPTON.

Annual Session of Kings County Teachers' Institute.

Mr. Menzie Elected President—A Large Attendance—Interesting Proceedings.

HAMPTON, Kings Co., Sept. 28.—The Kings County Teachers' Institute opened its annual session in Smith's hall this morning at 10 o'clock.

In the absence of the president, T. Allen, removed to another county, and of the vice president, the chair was taken by Inspector Steeves, who briefly welcomed the teachers present and called upon to enroll their names at once, so as to proceed to organization without delay.

Fifty-five teachers stepped up to the platform and paid their fees, whereupon the secretary, H. P. Dolé, of Chipman, entered their names upon the roll. Inspector Steeves then called for the nomination for the office of president for the present session, which resulted in the selection of Mr. Menzie, who immediately took the chair, and called on Miss Edith Darling of Sussex to read the opening paper.

The topic was "Schoolroom Hygiene," which was illustrated by a series of little blackboard exercises of the first and second standing of the local school, who by means of a small square of colored paper, were required to develop certain forms called for, to describe their work and reproduce the forms on the blackboard.

Miss Harvey of Waterford followed with a short, but well digested paper along the same lines, or rather, giving her methods of reaching the sought-for end by following different lines. Form, number, color, and nature lessons were rapidly sketched, and received not only the closest attention of the institute, but generous applause at the close.

Miss Annie Burns of Barnesville, Miss L. Horsman and M. Stewart of Hampton, and one or two others discussed the principles involved in the methods propounded, and Inspector Steeves summed up the whole. John March, former superintendent of St. John schools, in response to the call of the chairman, presided over the meeting again with the teachers of this county, offered some hints on development work in the lower primary stages, and explained the construction of the tables, the desks, the chairs, and the room for permanent tables, taking the tables used by the local reading room association as a model.

At the afternoon session, Dr. Inch, chief superintendent of education, and G. U. Hay were present, and an addition was made to the enrollment sheet of those teachers who arrived by the mid-day train east and west. J. A. Allen, who read a paper on "Nature Work," in which he emphasized the importance of teacher and pupil drawing their inspiration as well as their information from a close acquaintance with the objects of their phases, and gave some idea of the method he would pursue in the conduct of field work.

Miss Comben followed with a lesson on Minerals, and a class of boys and girls of Standards V. and VI. Both papers were freely criticized, and the points raised provoked quite a discussion, in which Messrs. Kelly, Westwood, G. U. Hay, Dr. Inch, Miss Wetmore, Mr. Hubley and J. March took part.

At 3 o'clock the whole institute started out in charge of Mr. Hay over fields and hill, wood swamp, and all, during which much valuable knowledge was gained of the trees, plants, and insects met with in their jaunt. From an open clearing on a hill, the topography of the country was explained by J. March.

HAMPTON, Kings Co., Sept. 29.—The public meeting in connection with the Kings County Teachers' Institute filled the hall to its utmost capacity last night. It opened with a chorus by a mixed local choir, after which Miss Laura read a well digested plea for vertical writing, in which the history of the system was given, its claims on the grounds of better hygienic conditions, naturalness, ease, economy of space, etc., stated, and objections answered. The paper was well received and called forth expressions of praise from the speakers who followed.

Inspector Steeves delivered an address on the condition of the school grounds and school houses of the county, and the means to be adopted to make them comfortable and attractive. He showed the advantages to be derived from the teachers complying with the privilege accorded by the regulations of visiting other school districts, and noting wherein approval could be secured in their own. He urged that parents whose children intended to prepare for the teaching office should be granted a longer period in which to fit themselves for the arduous duties of the profession, and intimated that more attention should be given to the practical side of education by those in charge of the Normal School.

After the success of the former and the well-being and prosperity of the community could not be secured. Passing on to the statistical side of the educational question, he showed the growth and progress attained during the five decades from 1848 to 1893, and declared that the prosperity of New Brunswick did not depend on the wealth of its lumber and mining interests, its valuable fisheries, or its great farming, commercial and financial operations; but upon the character of its men and women. This in turn depended upon the results of the work carried on in the primary and secondary schools; and this, again, upon the teachers to whom this duty of character building was entrusted.

He closed by quoting the epigram: "There is nothing great but man; nothing good but man; nothing great but man; nothing good but man; and the development of this mind is the greatest work in the universe."

G. U. Hay followed with an address upon the employment of the women, whereupon the secretary, H. P. Dolé, presented an appeal to the parents and ratepayers represented in the audience for that practical sympathy with and support of the teachers who are devoting their best energies and giving their lives to the noble work of preparing a generation for a higher and a grander civilization than the world has hitherto known.

The general public had left the hall, the teachers were grouped about Dr. Inch and a flashlight photograph was taken by Louis Flewelling.

The second day's proceedings opened this morning at 9 o'clock with a series of local history papers on the following places: Greenwich, by Miss Maggie Smith; Hammond, by Miss Bessie Kitts; Miss Lizzie Howard and Vernon Pickle; Waterford, by Miss Laura E. Macé (read by H. P. Dolé); Havelock, by Mrs. M. S. Cox; Hampton, by Miss Hattie N. Smith and Miss Millie Stewart; Kars, by Miss W. A. Toole.

These papers were as a rule carefully prepared and contained a fund of valuable information on the origin, growth and progress of the several places of which they treated. They were given with an admirable display of the marks and reminiscences of Upper Corner, Sussex, by R. C. Hubley; on Upper Sussex (now Annapolis), by H. P. Doyle; Hampton, by J. March, and Dr. Inch presided over the meeting.

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SCOTSMAN WRECK.

Fifteen Passengers Drowned by the Capsizing of a Life Boat.

Landed on the Bare Rocks the Passengers Remained There Four Days.

Terrible Scenes of Suffering and Horror—Cabin and Baggage Pillaged and Passengers Forced to Give Up Their Valuables at the Point of Revolvers.

MONTREAL, Sept. 23.—Two hundred and fifty passengers, including women and children, were on board of the steamship Scotsman, which was wrecked on the rocky shores of the Straits of Belleisle, at half past two on the morning of the 21st.

It was not only a tale of shipwreck that they had to tell, but one of death of suffering and of pillage. For fifteen at least of the Scotsman's passengers perished, all suffered cruelly from cold and privations, and almost the worst horror of all the men who were supposed to succor and assist those committed to their care, in the hour of need turned on the helpless passengers, and with loaded guns and revolvers compelled them to part with the few valuables saved. Captain Skrimshire and his officers were noble exceptions. The passengers ascribe to them the role of heroes.

The list of those who perished is as follows: First class passengers—Miss Street, Montreal, companion to Miss Dunsmuir, Montreal, companion to the stage manager of the "Sign of the Cross" Co.; Mrs. Dickson, Mrs. Roberts and infant; Mrs. M. Scott, Mrs. Robinson, wife of the manager of the "Sun" office; Mrs. Skrimshire, Mrs. Robinson, Mrs. Livingston, wife of a former editor of the Toronto Globe.

Second class passengers—Mrs. W. Scott, Mrs. Talbot, Mrs. Tutthill, Mrs. Skrimshire, Mrs. Watson, Miss J. Weavers. It will be noticed that all who perished were women. This is accounted for by the fact that they were occupying the first boat which sank. The steamer after she struck, and which was swamped before it could get clear of the ship.

The Scotsman sailed from Liverpool on Sept. 17. The passage to the Straits of Belleisle was a fair one, though the green crew in the stoke hole lessened the speed of the ship, so that when she reached Belleisle she was about a day's run behind her regular schedule. Entering the Straits of Belleisle on Thursday night, a dense fog banked on the vessel and made navigation a matter of great caution, at all times in the straits, the ship was reduced and she felt her way in. At 2 o'clock there was a shock underneath the keel of the vessel, followed by another and another, and the ship was thrown into her bows and all were awakened by the shocks.

On deck the thick bank of fog shut out the sight of shore. Passengers ran hither and thither, and Captain Skrimshire, who was in the cabin, heard them calling their fears. A superficial examination of the ship told the captain that she would be a total wreck and that she must be abandoned at once.

A port life boat was lowered and in this party of the women and children were placed. Hardly was it clear of the ship when it capsized, throwing its occupants into the water. Those who washed were in this boat. Some were saved, for the ship has listed to port and several ladies were washed back on the deck. One lady clung to a rope for two hours before being rescued, the skin being torn from her hands.

Meanwhile disgraceful scenes were being enacted on board. Hardly had the vessel struck before the men, and sitting open valves and bags with their knives, took all the valuables they could lay their hands on. Several of them fired shot guns and tried to force men to leave their cabins.

It is said that some of the steerage passengers joined the firemen in looting the baggage of the first class passengers. In more than one instance rings were taken from the fingers of fainting and dying women. Captain Skrimshire and his officers were busy in caring for the safety of the passengers and had no time to interfere with the vandals.

When morning came it was found that the Scotsman lay close in shore, alongside a cliff fully a thousand feet high. A second boatload of women and children, which had been sent off, was called back, and the passengers transhipped to the rocks alongside the ship. Until 6.30 o'clock the officers and some of the crew of the Scotsman worked unceasingly in getting the passengers ashore, and when darkness and a heavy fog set in, all were safe on the rocks.

But here the new danger of starvation faced them. The lower decks of the ship were entirely under water. A quantity of biscuit was carried on shore, and on this, with a very little corned beef and wild berries, over two hundred people existed for four days. The men were entirely under water, and despite this the bad condition of the food and water brought on such sickness. Many of the passengers suffered from the exposure. After much difficulty some overcoats and shawls were secured for the women, and nearly every one of whom had left the ship in her night clothes. The passengers were obliged to climb up a rocky cliff nearly three hundred feet high before they could find a place large enough to rest where they stayed on the bare rocks for four days and nights. The first night they had absolutely no shelter, but on Saturday the captain sent up some tarpaulin and blankets. These were very acceptable, as it had rained hard all night and was most bitterly cold. A number of passengers attempted to reach the lighthouse, which was about eight miles away as the crow flies. To do this it was necessary to climb about 1,200 feet higher before a practicable path could be reached, and there the difficulties had only begun. The path is rocky and uneven, and is crossed by huge cliffs and gullies, which are very deep. Altogether the distance by land must have been over sixteen miles, and one gentleman took eleven hours to reach it, and rested only half an hour on the way.

A number of the Scotsman's passengers had walked there from the wreck after bringing their people on-board the ship, she proceeded to where the Scotsman lay. The weather was bright and clear. As soon as practicable the boats were launched and the men on board the Dominion line steamship Monterey, the next vessel to appear. Forty-five of the crew also went in this boat.

MONTREAL, Oct. 1.—The list of the Scotsman's dead still remains unchanged at eleven. Rev. Dr. Chalmers, the Congregational missionary of Hong Kong, who was reported missing last evening, has turned up. He is on board the Dominion line steamship Otomani, which arrived at Quebec this morning, bringing besides Dr. Chalmers, four other passengers and twenty-eight of the Scotsman's crew. The captain and second officer of the ship, and it is supposed that all the passengers and crew have been taken of Chance Island.

The feature of the day, however, has been the arrival of thirty-three members of the Scotsman's crew. They arrived in Montreal this morning on the steamship Montfort. On the wharf waiting to receive them were twenty police officers, headed by Sergeant Detective Campau. The policemen were kept concealed until the gangways were alongside, when they suddenly swooped on board and in a trice had rounded up the members of the Scotsman's crew. It was done so quickly that the men had no opportunity of ridding themselves of any traces of guilt they may have had upon their persons.

They were taken to the central police station and searched, one by one, and all who were without a cent were retained for the slightest doubt of the stories of pillage and violence told by the unlucky passengers on the Scotsman. Goods enough were found to load a second hand cart, and including rings, watches, brooches, bracelets, chains, earrings, jewelry of every kind, ladies' dresses, silks and satins, men's wearing apparel, even a lady's seal-ring, were among the articles found on the person and in the bundles of the men. Private papers were included in the prey. The will of a gentleman named Lester was taken from one man. On another was found a handsome and costly pocket watch, which was engraved with the name of a lady who is numbered among those who perished. In all the value of the articles recovered is placed at \$3,000.

Some of the men denied having anything in their possession. One man who did so had a couple of hundred dollars worth of jewelry sewed on the inside of his underwear. Others were quite frank and handed over everything they had without a second's hesitation. Judging by the stories told by some of these men, the rocks, the morning after the wreck, were strewn with jewelry and wearing apparel.

But there was a second boat, the Greelan came in about noon, and from her the police took nine cattlemen who were on the Scotsman. But this haul was a minor one for on one man only was anything of an incriminating nature found.

The Ottoman, due here tomorrow, has twenty-nine of the crew on board, and the police expect another haul, but the biggest lot of all is expected to fall into the possession of the British police when the Montfort arrives there tomorrow or Tuesday.

On the Montfort were Mr. and Mrs. Allum of New York and their son. Mrs. Allum was so prostrated that she was unable to leave the Montfort with the other passengers at Rimouski. She was removed to the Windsor Hotel, where she now lies under a doctor's care.

MONTREAL, Oct. 1.—Richard Mills & Co., owners of the Dominion line, have cabled orders that in future none of their boats should come east or west by way of Belleisle, but instead will go to and from the St. Lawrence by way of Cape Race and the south coast of Newfoundland. The next two boats to arrive of this line are the Vancouver and Otomani, but these vessels are now almost due to be reported at some point in the Gulf, and the captains have not heard of the Scotsman's disaster, they will come through the Straits.

The stopping place for the Dominion line steamers will in future be Queens-town instead of Mirville in Ireland. QUEENSTOWN, Oct. 1.—Four passengers and twenty-five firemen of the British steamer Scotsman, which was wrecked Sept. 21 in the Straits of Belleisle, while bound for Liverpool for Montreal, were landed here yesterday by the British steamer Montfort.

ANOTHER DAILY.

The Blair Party Will Start a New Morning Paper,

And the Telegraph Will Brace Up Mechanically as Well as Otherwise.

THE DAILY TELEGRAPH. (Friday's Telegraph.)

Rumors have been in circulation during the past week with regard to the sale of this paper to a Montreal syndicate by its present proprietors. One of our contemporaries, the Sun, published a lengthy article on the subject last Saturday, in which a number of statements were made which would have been in the highest degree interesting if they had only been true. The Telegraph did not think it necessary to take any notice of these statements at the time, as there were some further announcements to be made with regard to this paper and it was considered more convenient to deal with the whole subject at once.

The readers of the Telegraph one and all will be glad to learn that this paper is not to be sold to any syndicate of company, but it is to remain in the hands of the men who have been its proprietors ever since it was purchased from the heirs of the late Mr. William Elder, and the late Mr. John Dunning, by the late Mr. John Dunning. All that there is or ever was in the stories about the sale of this paper is the simple fact that an offer was made to purchase this paper, and the offer was refused. Some changes will, however, take place in the Telegraph, which we believe will be acceptable to its readers. One of these will be the introduction of type-setting machines instead of the old-fashioned method of setting the paper by hand.

Thomas Dunning, the business manager of the Telegraph, went to Montreal on Friday last, and while there he purchased four type-setting machines, which will be delivered in St. John within a month. He proceeded to Toronto yesterday to purchase a new modern press and new advertising type, so that in a very short time the Telegraph will make its appearance in an entirely new dress. The form of the paper will also be changed from four pages to eight. This is an improvement which has long been in contemplation, but which has long been delayed out of deference to the wishes of many good friends of the paper who could not reconcile themselves to the idea of seeing it in a different form. Even now the many patrons of the Telegraph who regret to see its form changed, but they must accept it as a necessity which has been forced upon us by the requirements of space in the present form of the paper.

With these changes will come improvements of many kinds in the internal staff of the paper. The reporter, who has been struggling and who would follow nearly the parallel of 30 degrees north, will be introduced to make it more acceptable and generally useful. In brief, the Telegraph will become a thoroughly modern and up-to-date journal, mechanically and editorially. It is now in completing its thirty-seventh year of life, will start out on a new career of prosperity and usefulness.

THE ST. JOHN PRESS. (Friday's Gazette.)

For some days past the air has been full of rumors regarding newspapers and newspaper ventures in St. John. The Telegraph this morning announces that its proprietors received a proposal to purchase the paper, and that it had been decided not to sell, and that the business manager of the company, who is at present absent from the city, was away for the purpose of securing new plant for the business. The offer to purchase the Telegraph came from David Russell, formerly of St. John, but now of Montreal, and was made in the interests of well known business men of both cities, who have recognized the necessity for some change in the editorial policy of the Telegraph. The Gazette is in a position to announce today that Mr. Russell, having failed to secure the Telegraph for his client, has made arrangements for the establishment of a new daily morning newspaper in St. John. The new paper will enter the field as a supporter of the present government of Canada and also of the government of New Brunswick. It will also be a modern up-to-date newspaper in every department. It has secured the news franchises that are necessary to furnish foreign and American news to which it will be particularly strong in the news of the Dominion of Canada. As rapidly as possible, arrangements are being made for correspondence from all sections of the country. The plant necessary for the production of the new paper has already been ordered from the manufacturers in Montreal, who have entered into a contract to build the necessary machinery within ten days. The plant which has to be procured from other quarters has also been arranged for, and will arrive about the same time as the type-setting machinery. The name of the new paper has not yet been decided upon, but, practically speaking, all other details are arranged so as to enable the publication of the first number during the coming month, from an establishment thoroughly equipped with the most modern plant obtainable today. Application for incorporation of the company to carry on the business has been forwarded to the provincial secretary at Fredericton, and will appear in the next number of the Royal Gazette.

GRIST MILL AT GAGETOWN.

The new grist mill now in course of construction will be owned and operated by J. H. Brown & Son, formerly of Apohaqui, Kings Co., who expect to begin operations early in October. It is situated at the lower end of Main street, a very desirable place for those bringing grain by land or water. The building is 24x30 feet, and has two stories beside the basement. The engine room is 15x20 feet. Expense has not been spared in making the mill first-class in every respect. The latest improved roller process will be employed, so that the public may be sure good work will be done. A grist mill has been greatly needed by the people of Gagetown and vicinity for many years, as they have had to haul their grain fifteen or twenty miles to be ground.

EMPIRE MAKING.

An All British Railway to China.

The Bearing Such a Line Would Have on Australia—Condone Excessively to Britain's Power and Prestige.

THE DAILY TELEGRAPH. (Friday's Telegraph.)

In this day and age of the world the man who is annually trotted up and down the risk of his reputation he ought have for political precedence by declaring such a scheme as that outlined in the September Nineteenth Century under the caption "An All-British Railway to China" visionary and impracticable. One consideration would offset all others leading him to believe that a railroad would never materialize, and that consideration would be the British interest in India and China must be protected from the competition of the Russian. Russia is made strong in Asia by a great trunk line, extending clear across the northern part of the continent. More than this, her borders upon China, England is far behind in the power which Russia now has of taking right out of the hands of British steamship companies the traffic which has always gone from the British Isles to China. The transiberian railway is rapidly approaching completion. Already it is far enough advanced to test its convenience and the cost of transportation between London and Moscow by rail. The cost of the test is highly discouraging to the great British steamship lines, for it shows that a journey by rail between London and Shanghai consumes but twelve days as against thirty-three days by the Suez Canal, Peninsular and Oriental sea line. This is calculating the speed per hour of the transiberian railway at thirty miles. Moreover, the cost of travelling from London to Shanghai by rail is only one-third that of food for seventeen days, will be 40, or one-half the steamship fare.

All this means that Russia will soon have the passenger, mail and light freight traffic, so that in a very short time the military advantages of China, which England cannot with her present resources, offer. England's sphere of influence in China is that rich region watered by the Yangtze-Kiang River. She has, moreover, the exclusive right of the harbor of Tientsin, which she would very unwillingly forego. She has, moreover, the right of the Peking-Hankow line, which is highly desirable. The most feasible one now in view is the transiberian, by completion of which she would have no rival in the world. About 500 miles of this building is now being completed, and it would bring us partly by the transiberian, and partly by the hands and within her power of interference. Hence, in spite of the fact that an all-British railway will mean the expenditure of millions of money, the subjugation of races of people and the inauguration of great engineering difficulties, its consummation need not on that account be doubted, since it appears very probable that the British will be united or perished at the hands of Russia.

As of the making of books "there is no end to the making of books," and the same seems to be no end, once a station has started on the path. This projected all-British railway, which would follow nearly the parallel of 30 degrees north, will be introduced to make it more acceptable and generally useful. In brief, the Telegraph will become a thoroughly modern and up-to-date journal, mechanically and editorially. It is now in completing its thirty-seventh year of life, will start out on a new career of prosperity and usefulness.

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India possesses a network of railways, and the matter of connecting points to facilitate a through route is constantly being simple if the Indian government gave its approval, which it has already done, and it is a matter of time before the Persian Gulf, starting from Alexandria or Port Said, then it would bend toward the southern coast, following the eastern shore of the Persian Gulf, and from Bundar Abbas, in Persia, turn inland toward the interior. All the territories it would traverse up to this point would, of course, pass into the hands of Great Britain, however the eighty might be conceded. Otherwise she would have no powerful neighbor to rival the road. Even now England considers herself supreme in southern Asiatic countries, and it is not probable that violent changes would occur if she acted on that assumption.

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Directions on the how to obtain in washing clothes.

SOAP is the name.

DELEGATES.

Zealand London Gen-arrive in New York-ait Canada.

1-Quarantined at the several distinguished on the steamship are delegates to the nation and commercial convention in Philadelphia on the 10th inst. Mr. Reves, who is active and energetic, is the London of New Zealand, and he is the impulsive abolitionist national arbitration to him-propriety to New Zealand. He is the settlement of trade "bons matadors" of capital and labor," and is arbitrated upon, in the state tribunals, and from any one be made to the central labor labor disturbances over five years ago. He is the subject of Cooper's into this grave nation, but am the subject of Cooper's read a paper on capital nation before the twen-Boston.

get through at the mission government on to the proposed Inter-queensland, Victoria and are pleased to learn this has not broken out in the Transvaal, as we are and amicable settle-

Sir Andrew Clark, R. of Sep. 23rd in a chief commissioner of oria, said he expected to us regarding the will, in a day or two.

upon Admiral Dewey, a Dowry and midly, and whom Sir Andrew was restored there. K. C. G., the agent and C. London, the "Toner. He said that the British is anxious to increasing pleasant relations between the will read a paper be-

D THE CATSLE REIDERS. with which commere- hem not only against at society (for which shown by a fact that me to light. It is a will not show a re- on within a per- In order to deceive yers, many breeders been practicing the prior to those of the peters, so that there on when the real test existence in the an-osis. This is really han the purchase of bribery from sup- bacteriologists and ownright forgery of things that have been proved. The short shrift for such their intently recent- by means of a Lun- but quick and deserv- which also sug- as to the possible ces in which had re- by a better technic, cultural fair a large ble Jersey cows sud- in the exhibition tion proved that the appearance of "large antity had been in- glands. The ma- to sterilize the milk, acumbed to septic-

labor correspondent, of Sep. 23rd in a an bark Laura, for. Nygaard, master, Bay on the 28th to eorge McKean. Sch- apman, cleared yes- yerd Haven for eders, shipped by Nevville

DU WANT ney? the missing words, any element, "quotation" used by now residing in Can- only the correct mis- ay get a present of cash. The fund will d among those who No capital prize. This is a form of s not require you to with your guess, in any element, a perfect right to art or all of our re- method of advor- ach and Nerve Pow- TT MEDICINE CO., Kingston.

Advertisement for 'FOR MOILING' and 'SHERIDAN'S CONDITION POWDER'. The ad describes the powder's benefits for various ailments, including indigestion and general weakness. It claims to be a 'miraculous' remedy and is sold by 'SHERIDAN'S CONDITION POWDER CO., Boston, Mass.'

Advertisement for 'Children Dry for CASORA'. The ad promotes the use of Casora for treating children's ailments, particularly related to the digestive system. It claims to be a safe and effective remedy.