The Free Press.

Saturday, October 11, 1879.

SIR RICHARD CARTWRIGHT.

NUMBER I.

The ex-Finance Minister, Sir R. Cartwright, who is unrivalled among all the unscrupulous Grit composers, not excepting Gillmour and Rymal, as master of the sleeve-knot style, has been creating at Brussels, in Centre Huron, and appeared with Mr. Mackenzie at Tilsonburg on Thursday. A meagre sketch of his Brussels speech, occupying a column and a quarter, is published in the *Globe* of Monday. The reception at Brussels seems to have been a chilling failure, something like that which greeted Sir Richard at Strathroy during the election campaign. No prominent name figure upon the list of the persons present, but the local members of the Ontario Legislature, and a stray Reeve and a Deputy-Reeve or two are not much, but Sir Richard had therewith to be contented. The *Globe* tells us that "the speaker in an able "manner showed the utter inconsistency of "the Conservative leaders; exposed their "hollow cries, and fearlessly spoke the Gov-"ernment case after case of unbridled cor-"ruption with contractors." It is to be hoped that we shall have the full text of the speech after it has been trimmed up and revised by the speaker, although any one who knows Sir Richard's style can very easily write out his new speeches without having heard more than one of his old ones. Meanwhile, by way of refresher, it may not be amiss to refer to his political record.

During his candidature in 1872, he was fiercely opposed by the *Globe*, which then, as is well known, gave him the character of a "mixer and meddler of figures," a harmless sort of person of much pretension and but little brains, who was a mere hanger-on of Dorion, and a Tory whose speeches in the House never went beyond an empty rhetorical flourish upon the militia estimates or a feeble criticism of the budget speeches. It is noteworthy that Mr. Mackenzie at Kingston and elsewhere has asserted that at the period when the *Globe* was thus attacking Sir Richard, he was in close alliance with the Grit leader of the Opposition, and had been acting with him cordially "for years." We fear that Mr. Mackenzie never was white-haired boy who had a little hatchet. In 1872, however, the *Globe* announced the wonderful transformation of the "mixer and meddler" into a heaven-born financier, and poor Sir Richard actually believed that it had taken place, while in an evil hour for Canada and a disastrous one for the Grits, the administration of the Treasury was placed in his hands. He entered upon his duties a few weeks after the collapse of Jay Cooke & Co. and the Northern Pacific Railway scheme, and sounded the first note of the commercial troubles, which he claimed to have foreseen and predicted, and he ought to have been the first man in the Government ship to have insisted upon shortening sail and taking in double reefs in order to prepare her for riding out the storm. He did nothing of the kind, contenting himself in his first budget speech with a reckless attack upon his predecessors, especially upon Mr. Tilley, who he well knew was unable to reply. He distinctly stated that he should not attempt to curtail the expenditure in the public works, which he had announced as profligately wasteful, and that he could not curtail the expenditure in other departments.

In order to meet the demands of the hungry claimants who besieged the public offices for contracts he attempted to raise the revenue three millions by an increase of the tariff, and he so wretchedly bungled his work that he was compelled to abandon it, and to substitute an increase of the duties upon the general list from 15 per cent. to 17½ per cent., and to re-impose a tax upon tea and coffee, which had been taken off in 1872. He has frequently asserted that he was compelled to increase the tariff in order to meet obligations incurred by his predecessors, but he has admitted that these obligations added but $1,500,000 a year to the revenue expenditure of 1872-73, which was $19,174,647, thinking, of course, that he could ignore himself. Mr. Mackenzie came into office committed to no policy but that of retrenchment. He had abandoned power under Mr. Brown's to carry any measures he chose to introduce in a House where he could score a majority of 80; but he and his Finance Minister saw fit to adopt the wildest schemes for depleting the treasury, and they were eminently successful in their efforts.

Jobbery, waste, plunder, and incapacity marked the administration of the Public Works. There was corruption everywhere. The Fosters, Oliverr, Davidsons, and brother Charlie's cronies had their vampires and leeches outside the walls of Parliament, and the Anglins, Norrises, Vails and Jones's demanded and received their share while they sat in the House. And Sir Richard was *particeps criminis*. He relieved his mind, however, by vilifying all comers who questioned his public acts, and his atrocious slanders of Sir John Macdonald and Mr. Macpherson will long stand alone, it is hoped, in their malignant and hysterical mendacity, personality, and bitterness.

During the five years of his administration the average yearly expenditure was twenty-three millions seven hundred thousand dollars; that of 1872-3 was nineteen millions one hundred and seventy-four thousand dollars, an average annual increase under the *regime* of Cartwright and Reform of four millions five hundred and thirty-three thousand dollars, and an aggregate increase for the five years of nineteen millions one hundred and seventy-four thousand dollars. Nor was he more successful as a magician of loans. Twelve and a-half millions of our four per cents were sold by him in the autumn of 1876, which netted our Treasury less than 88 cents on the dollar. Yet he compulsorily boasted of the transaction. Money then was worth but 1½ per cent. a year in England. Sir Leonard Tilley, in the face of a great panic in the money market, sold our four per cents at 93½ and Twelve.

The proposal recently put forth in the columns of the London *Standard* that a central board of control for Colonial defence, under the Presidency of the Prime Minister of England, should take charge of questions of the military protection of the Colonies, is a very excellent one. The Time some years ago said our relations with England were then rather of alliance than subordination, and applied the same remark to the other enfranchised Colonies of Great Britain. This truth the London *Standard's* proposition would realise and take action on. It is to be hoped it forestadows military arrangements of a satisfactory character.

A Montreal paper says:—The Grand Trunk Railway, it is said, is considering the advisability of attaching refreshment cars to its through trains. If this is done it will be a boon to travelers. The way people are obliged to bolt their meals at stations is not comfortable, and if the Grand Trunk Railway could do anything to give travellers time to eat their food it would confer a favor on them. As the Grand Trunk Railway is thinking of improvements, why not divide the sleeping compartments, and carry a stewardess? Here is a chance for some line to take a bold step in this direction.

CANADIAN EXPORTS TO AUSTRALIA

In the month of February last we drew the attention of the western public to the enterprise of the barque "Clifton," which had been bought by Mr. Stimson for the purpose of opening a direct export trade between the manufacturers of Ontario and the chief Australian ports. It will be recollected that the management of the Great Western took a laudable and intelligent interest in the undertaking. The station at Hamilton being granted as a depot for the reception of the goods coming from various points in the charge of Mr. Stimson. When all things were ready for transportation to New York, where the "Clifton" lay, it was found that the ventures made by various manufacturers, principally in the western portion of Ontario, were sufficient to fill two railway trains (to the value of $32,000) which were dispatched from Hamilton amid considerable demonstration. It is but natural that the public should now be anxious to know what measure of success has attended this venture. From information to hand we are enabled to give the following particulars:—The voyage out was uneventful; the vessel arrived at Port Phillip Bay in the middle of June, and the work of disposing of the cargo at once began. The dearness of labor was the principal difficulty in unloading; expense, as usual, somewhat over-running the estimate; but once landed, public interest in the venture became quite lively, and discussion as to the probabilities of trade between Canada and Australia became the order of the day in commercial circles and in the public press.

So little has been said in Canada touching the enterprise that a resume of its history, and a notice of some of its principal features, may not prove uninteresting. Mr. Stimson, a clergyman, who, after a busy and useful career, found himself prevented from preaching and reading by an affection of the throat, and was quite unable to lead an idle life, formed the idea of becoming a pioneer of trade between Ontario and Australia. He bought a suitable vessel, and equipped her himself. Capt. Angus May, of Port Stanley, was selected to command her, and by personal visits to many manufactories they were induced to send shipments large enough to test the market, but not large enough to produce embarrassment in case of loss. In an opening letter sent from Mr. Stimson he says:—"The first day "closed propitiously, and while quietly "entering upon it, as we passed by all "the shipping of New York harbor, I was "made to feel that I was making an event "in my life, and that upon its issues depended some of the interests of my own "native country. Whether success would "sufficiently large to attract wealthy and "influential establishments remained to be "discovered. Certainly no complete "dertaking of the kind in hand had ever "before been commenced by one individual "in Canada, and launched upon the Atlan-"tic for Australia." We are not able to give an exact list of merchandise sent. But it was a miscellaneous lot. There were organs and lawn-mowers, furniture, carriages, harness, leather, leather, hames, tacks, carriages, spokes and hubs, a hearse, a piano or two, some harness, ploughs, stoves, wagons, a steam engine, some steam pumps, a reaper or so, a mower, some farm wagons, some light buggies, a quantity of iron ornamental casting, pumps, and machine tools, &c., &c. Two gentlemen interested in parts of the cargo went to Australia with Mr. Stimson.

In a recent letter he says:—"We are "winding up, as I hear every day, our "cargo ventures. Some have done well, "others not, as the customs, climate and "requirements of Canada are unknown, "wanted them than a dog wants two "tails." Thus Mr. Young's report was not altogether a reliable guide, while Mr. Stimson was careful not to give advice of his own. Mr. Stimson found it very desirable to see as much of South Australia as possible, and the Government placed at his disposal an official from the Surveyor-General's department to travel with him. On the 19th of August he writes, "I have "just returned from my circle tour of 700 "miles. We are putting on board wine "and wool; the latter my own venture." The wool alluded to arrived in New York in December and leaves again about the 1st of January. Mr. Stimson's wish was to bring the vessel into Lake Ontario, and sail again from some port, but the delay incident to a first voyage have prevented that for this season. When she arrives, and in port on her berth, and consignments again outlined, due notice will be given. It is likely that Mr. Stimson will visit the leading points in the West, giving a public detail of his experiences, which cannot fail to be interesting and profitable. No doubt there is an excellent field in Australia for very many articles of Canadian manufacture, and if the trade between the two colonies is judiciously managed it cannot fail to be profitable to all concerned.

A remarkable article, entitled "Before the Struggle," appears in the Paris *Globe*. The journal is of opinion that a Russian attack upon India is not far distant, whether those optimists may say who study large maps. England, however, can look into the field a far larger force than Russia could march through Central Asia, and information of may be dispatched with greater rapidity from Portsmouth to Bombay than from the Caspian to the Indus. It would need fully a year to enable the regular forces of Great Britain and to permit Russia to profit by the immensely numerical superiority of the mine which she can set on foot. The issue of a contest waged under almost equal conditions would depend upon the rising of some vassal Rajah, or upon one of those fortuitous eventualities which daily all stratagical precautions, and are particularly to the Freedell for modern armies marching without fixed supplies, in a climate which frequently changes and in regions almost unknown.

Montreal *Star*:—New industries are cropping up in our midst every day. Grape culture has been already pronounced a success, and we see that vines are being cultivated at Longueuil as well as at Point Claire. Twenty acres of land are to be laid out at Longueuil, and 50,000 or 60,000 cuttings planted. The Australians and Californians and others make nice light wine, and it is said that Canadians can do the same if they try.

...There are at present in England two Japanese princes, the first who have ever visited as representatives of the wealth of the Mikado. In Eugene Sue's romance of the "Wandering Jew" his Asia prince is pictured as delicate in limb and feature as a Greek statue, lithe and supple as a young tiger, graceful and swift of foot as the antelope. But Prince Gondawayo and his son are represented as of middle height, stout, with the dark yellow complexion of the Malay race, and the hair, blue-black and oily, hangs straight down their face. Their costume is rich and highly ornamental, without any of the gaudiness of color so Sieur Leonard Tilley. This truth the London *Standard's* proposition would realise and take action on. It is to be hoped it forestadows military arrangements of a satisfactory character.

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A PERTINENT RESOLUTION.

Alderman Egan has a resolution on the notice paper which will come up for discussion on Monday, the purport of which is to reduce the number of Aldermen from 21 to 14. It must have been noticed that the discussions in the Council have often been tedious and unestimatory, owing in a great measure to the quantity as well as the windy quality of the oratory. As a matter of fact the proceedings of the council should be confined to the transaction of business, and frustian and flap-doodle left to those arenas in which honorable reigns supreme. But it appears to have been thought by some that Aldermen are specially elected in order that they may utate eloquence in the Council chamber, and tear everything to tatters in impassioned periods on the matter of sidewalks and cesspools. Such persons are mistaken. The people have elected the Board of Aldermen is to transact business as quickly, as cheaply, and as effectively as possible. But how can it be possible where 21 men meet night after night to talk, talk! The more there are to talk, the more talk there will be, while the quality is certain to be in inverse ratio with the quantity. Anything that would tend to correct the evil complained of would be a benefit. While Aldermen Egan is modest enough to seek to reduce the number of Aldermen to 14, there are others who think that half that number would be ample, and there is an opinion abroad in many quarters that a municipal commission of three practical men would conduct affairs more economically and effectively than under the present fussy but loose kind of procedure. Without entertaining the hope that such a method of dealing with necessary affairs will be resorted to for some time to come, yet we can commend Alderman Egan's resolution as a step in the right direction—that of reducing the Board to such a number that business can be carried on more efficiently than it can possibly be amid a babel of tongues and contending factions.

RAILWAY NEWS.

New Route South of Lake Superior.

From the Ontonagon (Mich.) Miner.

The old scheme of making the eastern terminus of the Northern Pacific at Portland, on the Atlantic coast, is again revived, with every prospect of success. It is now proposed to unite the several railroad lines projected on the upper peninsula, and form a new organization to build a road from the Northern Pacific terminal at Thomson or Duluth, thence down the south shore to Sault St. Marie and Mackinaw. For this purpose the Northern Pacific grant will be used as far as Montreal River, the dividing line between Wisconsin and Michigan, about sixty miles west of Ontonagon village. For the road between this point and Ontonagon there is no land grant, but there is an old unused grant from Congress to Michigan for the State line, which, it is thought, will be made available. The gap between Ontonagon and L'Anse, the unbuilt portion of the Marquette and Ontonagon Railway, is provided for by grant. From Marquette to Sault Ste Marie and Mackinaw the grant given by the State of Michigan is used. Thus we see nearly the entire distance is covered by a valuable grant of land, and it would seem as if nothing would stand in the way of building the road. The route from the North Pacific terminal to the south shore, or to Montreal River, is about 450 miles nearer the Atlantic coast than by way of Chicago.

Forests and Meteorology.

From the London Times.

An important paper in *Polybiblion* on this subject gives the results of observations made during the last six years under trees and not far from the edge of a forest, and also in the plain and far from all trees. 1 Forests increase the quantity of meteoric waters which fall on the ground, and thus favor the growth of springs and of underground waters. 2. In a forest region the ground receives as much and more water under cover of the trees than the uncovered ground of regions with little or no wood. 3. The cover of the trees of a forest diminishes to a large degree the evaporation of the water received by the ground, and thus contributes to the maintenance of the moisture of the latter and to the regularity of the flow of water across it. 4. The temperature in a forest is much less unequal than in the open, although, on the whole, it may be a little lower; not the minima and the maxima, which are much higher, and the mean lower than in the open covered with wood. Three observations have been made in the neighborhood of Nancy, and by the pupils of the School of Forestry of that city, under the direction of M. Mathieu, self-director of the school. On the other hand, M. Fautrat, when sub-inspector of forests at Saulis, made during four years, but on a different method, observations on the same subject. Meteorology which fully and completely corroborate in certain respects those of M. Mathieu. The laws which seem to follow from the figures given by M. Fautrat, as well as an inspection of the curves which graphically represent them, are as follows:—1. It rains more abundantly under the shelter of the branches over forests than non-wooded ground, and most abundantly very far from the trees in a green condition. 2. The degree of the saturation of the air by moisture is greater above forests than over non-wooded ground, and much greater over masses of *Pinus sylvestris* than over masses of leaved species. 3. The foliage and branches of leafed trees intercept one third, and those of resinous trees the half of the rain water, which afterward returns to the atmosphere by evaporation. On the other hand, these same leaves and branches restrain the evaporation of the water which reaches the ground, and that evaporation is much slower than it would be under a mass of leafed forest than in the open, and two and one-third times slower than under a mass of pines. 4. The laws of the change of temperature out of and under woods are similar to those which result from the observations of M. Mathieu. The general conclusions are: 1. The forest is a regulator of the action of water, and exercise on the temperature, as on the atmosphere, an effect of "moderation" and equilibrium.

How Yellow Fever Patients Die

Many die easily, go calmly off to sleep, hardly having strength to raise the eyelids, but to many die a horrible death. The struggle is terrible. They have to be held down in bed until the last gasp, and the agony after death is too horrible for description. Another peculiarity of it is when the patient is in a state of delirium, and is prevented from getting out of bed. Often he makes a desperate effort to jump from his bed blind. There is lively recollection of this having to exert nearly all my strength to hold the dying patient in bed and keep him from biting my face. When he recovered the reason he was with anger at not being able to get up, but at last said:—"Hold! I'm done! Let me lie down on the pillow and go to sleep." I was glad to do so. Entire families have been swept away. When the fever once enters a dwelling it seems almost impossible for any member of the family to escape. The direliest people often escape, and the cleanest and often sickliest. *Letter from Memphis.*

...Besides his achievements as a political novelist and a delineator of modern manners, Lord Beaconsfield has made at least one excursion into the field of medieval romance. The "Carrier Pigeon" is the title of a short story contributed by the author of "Vivian Grey" to "Hoskb's Book of Beauty" for 1845, where it forms one of a list of articles from Walter Scott, Lady Blessington, Miss Pardoe, Sir Bulwer Lytton, Tom Hood, Harry Coleridge, Miss Shelley, and others of note. In spite of the entrance of the "two humanists enveloped in ample cloaks," D'Israeli opens with a "romantic hall," at "where first chime came forth a lovely maiden from the pastorn of Clarendon—the lady Blanche—the only remaining child of the bereaved Count, attended by her page bearing her book of prayers. She took her way along the unfinishing heights well also reached the sanctuary."

...It gain is performing in the old exhibition building at Vienna. He refuses to have a net spread beneath him. He is followed, says the *London World*, everywhere by a Mr. Thompson, who has made a bet of £10,000 that the hero of 30 sigars will fall from the rope and be killed on the attains the age of sixty. Five years more and the most eager will be decided on a way or the other, for Blondin is already fifty five.

Sir Leonard Tilley Interviewed.

His Remarks on Canadian Policy to a New York Reporter.

The N. P. and Reciprocity Discussed—Revival of Trade.

From the New York Herald, 9th.

Sir Leonard Tilley, Finance minister of the Dominion of Canada, was at the Fifth Avenue Hotel yesterday, and in the course of a conversation with a reporter of the *Herald* the honorable gentleman gave expression to some interesting views as to the present protective policy of Canada, and topics more or less connected with it.

"Is it true," asked the reporter, "that the Cabinet intend to adopt a modification of your protective policy?"

"No," was Sir Leonard's reply, "as far as we can judge at present those statements are merely rumors. The Cabinet will maintain the policy as it stands now."

"Is the temper of the Canadian people not favorable to such a modification?"

"No; the people are well satisfied with its results thus far. Of course in Montreal and in the upper provinces generally this satisfaction is more marked than in the lower provinces, where the manufacturing interest is as yet much smaller, and where capital, which there has been largely invested in shipping, has been suffering so greatly that it has thus far failed to go as extensively into manufactures as it will. But I predict that within twelve months the good results of our protective policy will be as marked in the lower provinces as they are in Montreal and Ontario."

BUSINESS REVIVAL IN CANADA.

"In what have these results manifested themselves so far, Sir Leonard?"

"Well, our severe business depression in Canada is over, and an era of great revival of business has set in with us as with you. The gentleman who was talking with me when I received your card was just giving me another proof of it. He represents one of the leading railroads of Canada, and says he has just come here to lease some cars, as the road he represents is unable to move the immense amount of freight going over its line."

"May not this increase of business be accounted for by your large crops?"

"Of course, good crops will help any country. Your good crops are no doubt helping you greatly in your present revival. But there is something more than that in our revival of business. Manufactures are beginning to feel the stimulus which our protective policy is giving them. At first, of course, they do not feel it to a marked degree as they will by and by. When the present tariff went first into effect we had on hand large quantities of stock in every description of trade, and it has some time to dispose of these. The full beneficent effect of our policy will probably not be felt until next year."

RECIPROCITY STILL DESIRABLE.

"Are you so wedded to your policy that you regard it preferable to a fair reciprocity treaty between the two countries?"

"Not at all. We agree that a fair reciprocity would be more advantageous for both countries, and are still open to any proposition which the United States Government may make to us. You know that the last proposed treaty was rejected by your Senate because they feared it would allow English manufactured goods to be brought in an unfinished condition to Canada, and thence free of duty into the United States, to the injury of your own manufactures. I think that was a groundless fear, but still the Senate probably supposed they knew best their duty toward the American people. We are perfectly willing and are ready at any moment and have the authority of Parliament to meet a United States half way in any proposal of a reciprocity regarding the natural productions of the two countries, and to reduce our tariff in precisely the same proportion as you reduce it, or to abolish the duty whether if you abolish it."

THE PROPOSED BASIS.

"On any article?"

"Oh no, that would hardly be fair. Take, for instance, corn. It might be well enough for us to admit your corn free of duty and so to us. You admit our corn free of duty and we'll admit yours, for Canada only imports corn and does not export it. Again, it would be unfair for us to say to the United States Government, 'You admit our barley free and we'll admit yours,' for that is an article of produce in which we deal solely for exportation. No, reciprocity would have to be established on some fair and equitable basis, and that would be one of the treaty of 1854. Our present tariff has been called a prohibitive one. As a matter of fact, it is not over fifty per cent. as high as yours, with the sole exception of woollen goods."

"IT IS YOUR TURN NOW."

"Has anything been done recently to bring about a closer union of the two countries?"

"The Government of Canada have on two or three occasions approached the United States Government on the subject, but always unsuccessfully, and, having taken authority from the Parliament of Canada to deal with certain articles of produce of both countries, we prefer waiting the advances of our American neighbors. It is your turn now."

"Have you any present visit to Washington any reference to this subject?"

"None whatever."

"What is the present current of trade between Canada and the United States?"

"The imports from the United States have increased for the last five years, while our imports from England have fallen off nearly fifty per cent. during the same period."

"What is the cause of this remarkable change?"

"Your manufacturers have found a market for their surplus stock in Canada at reduced prices, underselling in many cases the English manufacturers, and, as a consequence, diminishing the operations of our own manufacturers. What we are doing at present is really to save our infant Canadian industries."

"Will the emigration from Toronto into the United States continue under the present policy?"

"The emigration to the Northwest Territories will not be confined to Ontario, whence it proceeded last March and April to Manitoba, but it will form a legal cover, no doubt that during the next five years the emigration from Europe will be very large. During the next six or seven years we will complete the Pacific Railway in the face of the Rocky Mountains, opening up for settlement over one hundred million acres of good wheat producing land, one twentieth portion of which, when put under cultivation, will produce a grain export equal in value to the whole of the exports of the Dominion any year since Confederation. It is not improbable that within the next 30 years our Northwest Territories will have a population equal to that of the Dominion at this time."

"Will the Government build this Pacific railway?"

"Yes, and we expect to obtain from the proceeds of the land nearly sufficient means to pay for the construction."

"When will the work be commenced from the Pacific side?"

"The tenders are to be received on the 15th of November, and the work will be commenced before the close of next year."

"Have you heard the rumor that Secretary Evarts is in favor of a Zollverein (tariff union) between the two countries, thus practically uniting them as far as the tariff goes against the world?"

"I do not know what Mr. Evarts views are on the subject," and Sir Leonard Tilley smiled significantly, as though he knew a great deal more than he cared to say.

Railway Conductors' League.

The proceedings of the League opened at New York yesterday with an address from the Grand Chief Conductor, Charles D. Mac-ford, Superintendent of the New Jersey Central Railroad. The Order of Railway Conductors was founded at Amboy, Ill., in 1868, and in 1869 was merged into the Railway Conductors' Brotherhood, whose object was the mutual moral improvement and protection of railroad conductors of the United States and Canada. During the late railroad strikes the Brotherhood became responsibly suggestive of other organizations, and last year, at a convention held in Chicago, the name was changed to its present one. It is now a society of about twenty thousand members, and is the most powerful railway fraternity in existence. The rules of the order demand temperance and a strict conformity with railroad rules. The members are especially pledged to assist in preventing strikes under all circumstances, and should the engineer on a train desert his engine the conductor is sworn to run the train alone. They are required to be ready in case of a strike on any railroad to divide up their force in such manner as to prevent a stoppage of trains.

FOREIGN NOTES.

Postage stamps bearing the effigy of the Comte de Chambord have been seen in France. The stamps are blue, and are made on the Belgian model, having the sum, "Ten Centimes," printed to the right and left of the royal head, instead of at the bottom of the stamp, according to the French style. Henry V. is represented in three quarter length, the Bourbon fleurs-de-lis ornament each corner, while "Postes" is engraved at the top, and "France" at the bottom.

Another of the most characteristic features of Hunne is to disappear—the Jews' quarter, the historic but filthy Ghetto—to make place for the new Palace of Justice. The Jews who continued to live there since the olden time when they were locked up at night and subjected to all kinds of insults, inquisitions and extortions will have to find other and cleaner quarters. The assist will miss some "bits" of a peculiar picturesqueness, but the antiquarian will lose little, if anything, of importance and interest.

A LEARNED German doctor has discovered a means of dyeing the eyes of animals in general and of men in particular any color that he pleases. He is accompanied on his travels of propagation by a dog with a rose-colored eye, a cat with an orange-red eye, and a monkey with a chrome-yellow eye. But the most curious specimen of his art is a negro with one eye black and the other blue, and a negress with one eye pea-colored and the other silver-white. The doctor says the process of ocular transformation, far from injuring the sight, strengthens and improves it.

Mrs. Booth, wife of "General" Booth, the leading chieftain of the "Salvation Army" in England, says that the people who attend the meetings of the "Hallelujah Lasses" from motives of curiosity are ultimately compelled to attend regularly, as God gets his hook into their jaws. It appears, according to the General's wife, that there are 180 corps and 180 officers in the army. Of speakers there are 3,455, and the sinews of war, by means of which an eternal struggle is carried on against the world, the flesh and the devil, are supplied at the rate of $100,000 per annum.

A TERRIBLE accident has closed the bathing season at Bodinge. Five persons, all young men and three young ladies, belonging to the best London families, desired to bathe toward noon on the east beach, notwithstanding a high sea. One of the young ladies was saved by Colonel Fry, an Etonian, who courageously rushed to their help. The names of the victims are—Miss Gertrude Wiseman, fifteen; Miss Rose Blinkerp, eighteen; Charlotte Clarke, twenty, brother of the girl saved, and Francis Jacobson, twenty-two. Despite the most active search only one body has yet been recovered.

THE *Bureau Veritas* gives the number of merchant vessels of all countries as 54,921, of which 5,867 are steamers. The gross tonnage is 20,283,540, of which steamers have 6,179,995. England has 18,857 sailing ships, leading the list, and is followed by America, Norway, Germany, Italy, France, Greece, Sweden, Russia, Spain, Holland, Denmark, and other countries having less than 1,000 each. As to steamers, England has 3,542; America, 519; France, 292; Germany, 244; Spain, 124; Sweden, 194; Russia, 195; Norway, 135; Holland, 113; Denmark, 101; Italy, 101, and other States less than 100 each.

Women's rights are well established in the Cambalar district, judging from the customs of the Wazirs, a tribe in the neighborhood of the Lights Valley, and against whom the British will probably undertake a campaign next cold season. The fair sex are not exempt from all kinds of labor, but it is their duty to make offers of marriage. Thus the Wazirl lady sends a bargin to the chosen one, requesting that with it he will gin a bandkerchief to his sue. If her affection is returned the request is fulfilled, and as the gentleman fashens the love knoss he publishes the lady's name and is obliged to marry her forthwith.

MADAME FRANCES BUTLER, of Her British Majesty's Ninth foot, is expected shortly in England. This officer returned to India at the beginning of the year after long and arduous journeys through Turkey and Persia and in Turkestan. He surveyed the Persia-Turcoman frontier, and was for a time quite at home among the Turcomans, who were so well pleased with him that they offered to give him the commanding rank of chief of the tribe, and promised to put in the field to resist the Russian invasion. This flattering offer the gallant major, being in the British service, was unable to accept, and when he was within one hundred miles of Merv an order of recall reached him and he was obliged to return.

UNLESS they were eye witnesses of what is now for sale in London in the way of horseflesh (says the London correspondent of the Liverpool *Daily Post*), the public could hardly realize the number of noblemen and gentlemen who are breaking up their hunting and driving stads. It is no exaggeration to say that there are now score hundreds of hunters, cobs, carriage horses and hacks on the market. Many of these are to be sold by public auction, many have already been sold, but the greater number will be disposed of privately to any one who will make any reasonable offer. Were I to publish the list of noble lords and commoners who are about to reduce their studs it would cause no little amusement.

A FAMOUS clergyman, the Abbe Maigne, appeals in *Les Mondes* to the whole Christian world for funds to make excavations on the spot where the Egyptians were swallowed up while attempting to follow the Israelites across the Red Sea, "because the finding of the remains of the chariots and of a hand and a foot, would be a powerful reason in favor of the truth of the Holy Scriptures." If 300,000f. are subscribed he will at once commence the work; but he seems to have overlooked the probability that even if the identity of the site be beyond dispute the decaying power of time and man long since have destroyed every vestige of armor, harness, chariot and skeleton, unless, indeed, they have been preserved by a miracle as great as that the belief in which their proposed recovery is to support.

THE sacred hair of the prophet Mahomet's beard, which has for some months been the subject of an exciting lawsuit at Mahrie, has at last found a legal owner. The hair, which is enclosed in a case, and called the "Ausaree Shareef," or sacred relic, and has carries with it much honor and a small pension, was claimed by six people, two claiming the treasure by right of will, and the others by right of succession. Finally three withdrew from the contest, and the Judge has decided that the first claimant, being a woman, could not fulfill the necessary ceremonies connected with the heirloom, and that as the third claimant is the eldest brother of a number four, he shall guard the relic, perform the necessary ceremonies, and divide the spoils of the money with his two relatives.

VERA Ivoo continues to be idolized by the Communists whom he has taken under his wing. The papers are full of letters addressed by the "Erring Sisterhood" to the Tribune. One of these effusions proceeds from a group of arrested Communists, and was written on the Ile des Pins, in New Caledonia, on the eve of parting. It runs thus:—"Illustrious Citizen—On leaving the land of exile the *deportes* commissioned to erect a monument to the memory of their deceased comrades come to offer you, with the homage of their gratitude for all that you have done for them, the exact reproduction of the funeral monumental erected on the Ile des Pins. In his farewell speech to the deceased, the treasurer of the committee said as the sun rises in the east to light the world so may this pyramid rising in the east of the globe be one day the beacon which will enlighten future generations as to the role of the men of 1871, and prepare their rehabilitation."

A SANGUINARY scene occurred recently between a bandit and a gendarme near the hamlet of Mezzo Via, a few miles from Ajaccio. Four gendarmes from Ajaccio had gone to Mezzo Via to quest a bandit fugitive, and on arriving there two of them entered the house of a man named Marcini, and sought information about the object of their search. While they were in a room, where three men were seated, one of the latter suddenly sprang up and tried to leave. A gendarme then rushed at him and in his struggle, and was at once attacked by a man who had been sitting in a corner, and received a fearful gash in the stomach. His assailant next turned on the other gendarme and dealt him two or three blows with fatal effect. Believing that he had been betrayed, the woman, who had tried to leave the room, and dashed out by one of the windows, leaving his victims stretched on the floor. This savage sanguinary proved to be the bandit Pedetti, condemned by default so long back as 1868.

NEW ADVERTISEMENTS.

HOLMAN OPERA HOUSE
Saturday, Oct. 11th.
LILIPUTIAN OPERA COMPANY
In their New and Brilliant Operetta, in 3 acts,
POCAHONTAS!
POCAHONTAS, miss Jennie Quigley age 16, height 40 inches.
CAPTAIN JOHN SMITH.....Admiral Dot age 21, height 39 inches.
POWHATTAN.....Colonel Orr age 37, height 3 feet.
With Full Chorus of Liliputians
MATINEE at 2.30. Matinee prices, 25c, children 15c, reserved seats 50c. Evening, 35, 50 and 75 cents. Seats secured at A. S. Murray's drug store. 275

HOLMAN OPERA HOUSE
Monday Evening, Oct. 13.
ONE NIGHT ONLY of the Celebrated
SAVILLE ENGLISH OPERA COMPANY,
in Gilbert & Sullivan's Famous Opera,
H. M. S. PINAFORE!
Full Chorus and Increased Orchestra. Between the acts the Orchestra, under the direction of Mr. Adolphe Jaeger, will perform a fine selection of Popular Music. Miss Flora E. Darcy will introduce Mr. Arthur Sullivan's Balmoral LULLABY.
Conductor, Mr. F. W. Saville. Opera chairs, $1; Gallery, 50c. Sale of seats, without extra charge, commences at A. S. Murray's drug Store on Friday, Oct. 10. 5

HOLMAN OPERA HOUSE
One Night Only.
TUESDAY EVENING, OCT. 14
The Talented Young Tragedian,
FREDERICK PAULDING
—SUPPORTED BY A—
POWERFUL DRAMATIC COMPANY
In Shakespeare's Sublime Tragedy, in 5 acts, entitled
HAMLET!
EXTRACTS FROM THE TORONTO PAPERS.
"In some of the scenes it would be very difficult to find his superior on the stage."—*Globe.*
"Paulding was perfect in the part."—*Toronto Mail.*
Prices: Amphitheatre, 25c; Dress Circle, 50 and 75c. Seats secured at Murray's without extra charge. 195

HOLMAN OPERA HOUSE
Wednesday and Thursday, Oct. 15 & 16
The peerless soubrette,
Mattie Vickers,
Supported by the popular comedian and manager, CHARLES E. ROGERS, and THE LYCEUM NOVELTY COMPANY, who will present in an entirely new and original comedietta, written expressly for them, by Charles Gardner, Esq., entitled MAY OR PARADISE REGAINED. Also the celebrated Irish drama, in which Miss Vickers will appear in her well known character of Kathleen Mavourneen. Prices as usual. Seats now on sale. 215

Victoria Hall
CONCERT
—BY THE—
Mendelssohn Quintette Club
OF BOSTON,
Coming on
Thursday, Oct 16th, 1879,
Assisted by the distinguished Vocalist,
MRS. J. W. WESTON.
The unfailing popularity of this celebrated Club is amply due to the fact that artists have always been selected whose exceptional capabilities have placed them at the head of their profession. Tickets to present number of the highest class to the refined tastes of music lovers in all sections of the country.
Tickets for sale at Nordheimer's, and W. J. Fawkes's store, at the Hall.
Reserved seats, 50 cents; reserved seats, 75 cents.
Plan of the Hall will be opened on Saturday morning at 9 a.m., at Nordheimer's store. 27

BUY
BUY
YOUR, YOUR
CAMPBELL'S SWINTON
Language Lessons
the only Grammar now to be used in the City Schools.
AT BRYCE'S DEPOT
168 and 215
DUNDAS STREET, LONDON,
who has the new edition, with extra patent cover, at same price as old.

CITY
Coal and Wood Yard,
TALBOT ST., NORTH OF G.W.R.
WE TAKE THIS MEANS OF thanking our numerous customers for past favors, and we wish respectfully that we may be better prepared than ever we were before, as we have a stock of 4,000 cords of Wood.
The Coal is a new branch in our business, but we will endeavor to give satisfaction to all who may give us a call.
Wholesale prices on application.
FAIRGRIEVE & CO. 209

Coal and Wood.
THOS. MYLES
Wholesale and Retail Dealer and Shipper.
My Stock is Now Complete,
and I can confidently recommend consumers to call before purchasing.
Trade Orders will be Promptly Filled Direct from the Mines.
JOHN W. CLARK, MANAGER.
London, October 8, 1879. 209

THE
Hanlan-Courtney
MATCH
For the Hop Bitters' Prize of $6,000,
—ON—
LAKE CHATAUQUA,
Thursday, October 16, 1879.
FOR ABOVE FOR THE GREAT GAME
FARE FROM LONDON, $7.80.
J. BROUGHTON,
General Manager.

50 Barrels Glue
AT LOW PRICES.
FOR SALE
—AT—
B. A. MITCHELL'S
Hardware Wholesale Druggist, City.

The Largest Clothing House in the West
CLOTHING.
Merchant Tailoring, Gents' Furnishings, Hats and Caps, Novelties in Every Department.
BRANCHES.
Cincinnati, Ohio, Louisville, Ky., Pontiac, Mich., Ionia, Mich., Stanton, Mich.
C. R. MABLEY, the Detroit Clothier,
124, 126, 128, 130, 132 and 134 Woodward Avenue

Sales by Auction
THIS DAY.
Extensive Auction Sale
REAL ESTATE
—OF—
City of London and Township of Biddulph
UNDER AND BY VIRTUE OF certain registered mortgages, which will be produced at the sale, and which are made by James Mitchell, Thomas Dixon and wife, and Patrick J. Dawson to the undersigned, will be offered for sale by Public Auction, by W. Y. Brunton & Son, at the Mansion House, London, on the sale day, Saturday, at 2 o'clock p.m.
On Saturday, October 11th, 1879.
The following Freehold Property, viz:—
1. THE HITCHELL PLACE—Parts of Lots Numbers Twenty-six and Twenty-seven, on the Gravel Road, in the Second Number Township, all on the west side of Colborne street, and Lots Numbers Twenty-five and Twenty-seven, and the North half and part of Twenty-six, on the south side of Gravel Road, on the east side of Wakerine street, in the City of London, and may be more particularly described as follows:—Commencing on the west side of Wakerine street, in front of said Lot Number Twenty-six, the distance of thirty feet southerly from the limit between the north and south halves of said Lot Number Twenty-six, thence west parallel with the line of the two hundred and eighty-four feet, thence northerly, parallel with said Lot Number Twenty-six, thence westerly, parallel with Colborne street, to the northerly limit of said Lot Number Twenty-six, thence south to the place of beginning. This property is situated in one of the most popular parts of the city, namely, the southeast corner of Colborne and Wakerine streets, and consists of—Brick Residence, $1,200; Barn, $750; Implements, $400; Paints and