MC2398

POOR DOCUMENT

CHEAP ADVERTISING.

The GAZETTE prints short condensed advertisements for 10 Cents an insertion. If you want anything advertise.

The Evening Gazette.

IT GROWS DAILY.

During October, 1888, 7 short advertisements were printed in the GAZETTE. The number for 1880 was ***399.***

VOL. II.---WHOLE NO. 454. ST. JOHN, N. B., THURSDAY, NOVEMBER 7, 1889. PRICE TWO CENTS.

AUCTION SALES.

Administrators Sale.

TO be sold at PUBLIC AUCTION, on FRIDAY, the eighth day of November next, at two in the afternoon, at the residence of the late JOHN CASSIDY, deceased, in Indiantown, City of Saint John, the following goods and chattels belonging to the estate of the said John Cassidy, viz:—

1 Cooking Stove; 1 Kitchen Table;
1 Lounge; 1 Stove; 1 Clock;
1 Rocking Chair; 2 Bedsteads;
1 Washstand 2 Mirrors;
Carpet and Cloth; 1 Doz. Decanters;
1 Doz Tumblers; 1 Ale Pump and Pipes;
1 Watch and Chain.

Dated 31st day of October, A. D., 1889.
T. B. HANINGTON, Auctioneer. ANNIE SPRAGG, Administratrix.

CITY AUCTION ROOM

T. B. HANINGTON, Auctioneer.

Choice P. E. Island XXX

Hand Picked Oysters.

20 Bbls Finest Quality and Flavor.

83 Prince William Street.
T. B. HANINGTON. Auctioneer.

AMUSEMENTS.

Handel's Sacred Oratorio,

SAMSON,

will be given by The Oratorio Society, in ST. ANDREW'S CHURCH, on

TUESDAY, NOVEMBER 12TH,

AT 8 P. M.

Soloists—Mrs. Humphrey-Allan, (of Boston), soprano; Mrs. Gilchrist, alto; Mr. Geo. J. Parker (of Boston), tenor; and Mr. Mayes and Mr. T. Daniel, bass.

Orchestra—The Philharmonic Club and Prof. White, Leader. Pianiste, Miss Bowden; and Organist, Mr. Morley, (under whose superintendence the work is produced.)

Tickets at A. C. Smith & Co's, C. Flood & Sons, etc., etc. Price, 50 cents.

FOUND.

FOUND on Sydney St., between Union and King Square, a Chiropodist who Extracts Corns without pain. PROF. SEYMOUR.

MONEY TO LOAN.

MONEY TO LOAN.—$2,000 on first-class freehold security. Apply to CHAS. A. MACDONALD, Barrister, 46 Princess st.

MONEY TO LOAN on free hold security, E. T. C. KNOWLES, 107 Prince Wm. St.

BOARDING.

Advertisements under this head inserted for 10 cents each time, or fifty cents a week. Payable in advance.

BOARDING—A few single gentlemen can be accommodated with board at 49 Mecklenburg street, pleasant rooms, nice location. Apply on the premises.

WANTED.

Advertisements under this head inserted for 10 cents each time or fifty cents a week. Payable in advance.

WANTED—Pupils for my beginners' classes in dancing: meet Tuesday and Friday evenings and Tuesday and Saturday afternoons. Don't forget the days. A. L. SPENCER, Teacher, Domville Building.

WANTED.—An experienced Housemaid. Apply to MRS. HOWARD D. TROOP, 70 Orange street.

WANTED.—Married Janitor, without children, out of city: must understand steam, and be able to take charge and collect rents; $46 and residence. Particulars, 134 Prince William Street.

RAILROAD Watchmen Firemen, Brakemen, Ticket News Agents, Shop Time-Keeper, Office Help, Assistant Book-keeper, Walking Boss; Carriage and Sleigh Salesmen, Cigar and Tobacco Salesmen, Office Manager, a Practical Business Man to take charge branch store in country, Blacksmith, Carriage Woodworker, Cabinet Maker. All the above help wanted at once; many more good orders. Business Exchange, 134 Prince William Street.

COOKS, COOKS, COOKS WANTED—$10 to $25; call at once; no charge made, Ladies' Exchange, 134 Prince William street.

CARD.—The Ladies' Employment Exchange positively state that they will refuse to send girls to the States. Our institution is purely Canadian, owned and operated by Canadians and established for the purpose of securing Canadian homes for Canadian people. Headquarters 134 Prince William street.

FOR SALE.

Advertisements under this head inserted for 10 cents each time or fifty cents a week. Payable in advance.

FOR SALE.—Dwelling on Stanley St.; Cost $2,000, will be sold for $1,250. Now rents for $230. A person desiring a good investment will please apply at once to CHAS. A. MACDONALD, 46 Princess st.

FOR SALE—House on the corner of Dorchester and Sewell Sts., owned and occupied by the subscriber. For price, etc. apply to JAMES S. McGIVERN, Coal Office, No. 2 Nelson street.

FOR SALE.—A horse for sale, address P. O. Box 256, Indiantown.

TO LET.

Advertisements under this head inserted for 10 cents each time or fifty cents a week. Payable in advance.

TO LET—From the 1st of November, two shops with a small room attached to each. Also a large shop in the rear. Apply on the premises to Geo. Pattison, 18 Church street.

TO LET—Two Houses, on King St. East, Nos. 219 and 221; containing all modern improvements. Will be let at a moderate rent for the present year. Apply to CHAS. PATTON, corner of Princess and Pitt street.

TO LET—The residence of the late Mrs. Robert Jardine, on the Marsh Road, one mile from the city, known as Woodside, with Stable, Barns, Garden and 23 acres land. Apply to JOHN BOYD, Market Square.

CAMPBELL'S WINE
—OF—
Beech Tree Creosote

The new remedy for affections of the

Throat, Bronchial Tubes and Lungs, such as

SORE THROAT, HOARSENESS, CHRONIC COUGH, BRONCHITIS and CONGESTION of the LUNGS.

We keep our shop open to oblige customers every evening until 10.30 (Sundays excepted).

PARKER BROTHERS,
Druggists, &c., Market Square.

You can get a want in the GAZETTE for TEN CENTS a day.

KITCHEN FURNISHING GOODS.

New Goods Daily Arriving, including all the Latest Novelties.

Cake Coolers,
Pancake Griddles,
Apple Corers.

Sole Agents for

THE TRIUMPH SELF WRINGING MOP.

SHERATON & SELFRIDGE.

38 King Street, opposite Royal Hotel.

GLASS AND PUTTY.

McDAW, STEVENSON & ORR'S

PATENT "GLAZIER" DECORATION,

A Perfect Substitute for Stained Glass.

New Designs in Window Shades and Wall Papers.

F. E. HOLMAN, - - 48 King Street.

This is the month when DRESS GOODS begin to move—the shades that fashion picks out from the great array of colors shown, are accepted as "the thing," and the good work of cutting "up" or "down" these piles of stuffs goes on. We have bought very largely of the colorings now so fashionable, and the qualities range from medium to the finest texture of goods.

DANIEL & ROBERTSON,

London House Retail,

Cor. Charlotte and Union Sts.

IF YOU WANT

Winter Underwear, Blankets, Flannels, Wool Dress Goods, Cardigans or Knitted Wool Goods,

At the lowest Prices, go to

KEDEY & CO.,

213 UNION STREET,

P. S.—To Ladies: We have just received a large lot of Black and Colored Kid Gloves which we are selling at 45 cents a pair. You will find them better value than any 65 cent glove in the market. K. & Co.

SHARP'S

Favorably known for upwards of forty years it has become a household name. No family should be without it. It is simple and very effectual. In cases of Croup and Whooping Cough it is marvelous what has been accomplished by it.

BALSAM

In its use the sufferer finds instant relief. How anxiously the mother watches over the child when suffering from these dreadful diseases, and would not she give anything if only the dear little one could be relieved- Be advised of

HOREHOUND

and keep constantly on hand in a convenient place a bottle of this Balsam. If you cannot get it of your dealer, send direct to us, in stamps or currency, 30 cents,

ANISE SEED.

with your address, and we will forward, carriage prepaid, one bottle of this wonderful remedy, so that you may try it and be convinced.

SHARP'S BALSAM MANUFACTURING CO.,
CONNOR & DINSMORE, Proprietors,
Saint John, N. B.

T. B. BARKER & SONS, Wholesale Agents.

F. W. WISDOM,

Mill, Steamboat and Railroad Supplies, 41 Dock St., St. John, N. B.

IMPORTER AND DEALER IN Rubber and Leather Belting, Rubber and Linen Hose, Lace Leather and Cut Lacing, Cotton Waste and Steam Packing, Lubricating Oils, Mill Files, Emery Wheels, Emery Cloth and Emery, Wrought Iron Pipe, Cast Iron Water Pipe; Steam, Gas and Water Fitting, Steam Pumps, Steam Gauges, Injectors, Bolts, Nuts and Washers, Babbit Metal and Antimony, Steam and Hot Water Heating Supplies.

Lowest Quotations Given on Special Supplies.

WHOLESALE. RETAIL.

NO HUMBUG.

Now is Your Chance.

One of the largest stocks of

WINTER CLOTHING

to be found in the City which must be sold at 30 per cent. below wholesale prices.

Overcoats, Reefers, Ulsters, Chamois Lined Blizzard Coats, Prussian Leather Coats with Lambs Wool Linings.

In the Custom Department a full line of Overcoatings, including Meltons, Pilots, Beavers, Naps; Also a full assortment of cloth for suitings—all descriptions and colors.

A FULL ASSORTMENT OF

NECKTIES, COLLARS & CUFFS.

250 dozen all wool shirts and drawers—Scotch and Canadian makes.

Flannel Shirts in abundance.

Call and Examine for yourself.

T. YOUNG-CLAUS,
PROPRIETOR,
51 Charlotte street.

COAL.

$3.50.

COAL--Landing

Ex "Ashlow" at Lawton's Wharf:—

900 Tons GOWRIE Mines Screened Coal. $3.50 per ton, while landing.

W. L. BUSBY,
81, 83 and 85 Water Street.

PENNLYN HOUSE COAL

NOW landing ex cars a small quantity of the above excellent coal. Also, landing ex Brigt. Echo, 300 tons fresh mined "LITTLE GLACE BAY COAL."

For sale very low.

R. P. McGIVERN,
2 NELSON STREET.

Oct. 29. Sun, Globe.

EVENING CLASSES

In Painting and Free hand and Mechanical Drawing, for ladies and gentlemen.

Studio, 74 Germain Street,

F. H. C. MILES.

N. B.—Blue prints made for Architects, Machinists and others.

SECOND EDITION.

THE ANDERSON CONTRACT.

WHY ARRANGEMENTS FOR THE FAST LINE WERE SUSPENDED.

A Dispute Between the Government and the Canadian Pacific—What the Railway Asks—Necessity of Protecting Intercolonial Traffic.

[Montreal Gazette.]

OTTAWA, Nov. 5.—It is difficult to learn with any certainty the course the Government proposes taking in respect of the fast Atlantic mail service. The withdrawal of the Andersons came without premonition. When the representative of that firm, who visited Canada last spring, closed a contract with the Government for a twenty knot service no one doubted for a moment that the scheme would "go" upon the London money market, endorsed as it was by the Dominion authorities and the Canadian Pacific company, two of whose principal proprietors had, it was understood, subscribed for $500,000, or one-tenth of the stock of the proposed steamship company. When, therefore, on October 14th, the Government organ here announced that Sir George Stephen had withdrawn his support from the enterprise because of the inability of the contractors to make satisfactory "port" arrangements, and that the Messrs. Anderson had intimated their inability to go on with the project, no little curiosity was aroused. By some the hitch was attributed to the rapid advance in the cost of steamships, following upon the revival of that industry in Great Britain, in consequence of which the calculations of the contractors were upset, while speculation was indulged as to whether the difficulty it making port arrangements referred to Halifax, the winter terminus in Canada, or Plymouth, the terminus on the other side of the Atlantic. The riddle was soon solved. Hon. Mr. Abbott's statements upon his return from London made it apparent that disputes between the Canadian Pacific company and the Government relative to the interchange of traffic with the Intercolonial railway and running powers over the same was the true cause of the suspension of arrangements for the new Atlantic mail service. Since then bits of information bearing on the difficulty have leaked out which enable a statement of the matter to be made with some definiteness. The Anderson view may be stated concisely to be this: The understanding was that the Canadian Pacific railway should have the same facilities for carrying their passengers and freight from Halifax over the Intercolonial that they were to have via Harvey and Salisbury branch. This the Government now refuse to give, and as the object of the Short Line was to provide quick transport across the continent, the Anderson syndicate declined to go on with their projected line of steamers until proper facilities are assured them." To arrive at a proper understanding of the matter it is necessary to explain the character of the agreement between the Dominion Government and the Canadian Pacific company with respect to the Harvey-Salisbury link. In the Short Line scheme through the State of Maine provision was made for the construction of a section from Harvey, on the New Brunswick railway, to a point called Salisbury on the Intercolonial railway, in order to afford, as near as might be, an air line down to Halifax, and so avoid the tour round by way of St. John. For this link a subsidy of $73,400 per annum for twenty years was granted. Having completed the Short Line to Mattawamkeag where the Maine Central road is met and connection with St. John secured by way of the New Brunswick line, the Canadian Pacific proposed to rest on its oars for a time, before proceeding with the Harvey-Salisbury link. There were two special reasons for this course, one that the cost of the Short Line through Maine had proved far in excess of the estimate, and absorbed much more capital than the company had contemplated investing in the route; the other that the Harvey-Salisbury link would afford a shorter connexion with Halifax by only some 17 to 25 miles, a half-hour's run at most, to obtain which the company would be required to make a further outlay of two or three million dollars. Not unnaturally, therefore, it was deemed better to delay the construction of this link until circumstances should justify its undertaking. The Government, however, had committed itself to the building of the Harvey-Salisbury section without delay, and had pledged its faith to parliament in this sense, so to relieve the embarrassment, an agreement was come to last session between the government and the Canadian Pacific company, whereby the former undertook to build and complete ready for operation this section, and the company undertook to lease and operate it, paying a rental of $1 a year for the first twenty years, and of $73,400 annually thereafter. This agreement also provided that the Canadian Pacific should enjoy certain privileges in respect of traffic over the Intercolonial. The House of Commons approved of the arrangement, but the Senate threw it over by a considerable majority. What the Canadian Pacific now asks is that the agreement with the Government in regard to this Harvey-Salisbury section shall be made to apply as between St. John and Halifax in so far as interchange of traffic and other facilities over the Intercolonial are concerned, and to the refusal of the Government to comply with this request, the suspension of arrangements for the fast Atlantic mail service is due. The more important provisions of this agreement are as follows:—

"For the purpose of giving the Canadian Pacific railway a direct and efficient and freely workable connection with the Maritime provinces it is agreed as follows:—

"The Intercolonial railway shall carry freight and passengers from and to points on the Intercolonial railway east of Moncton and destined to or coming from points on any line operated by the lessees which freight and traffic are hereinafter referred to as Canadian Pacific traffic, without discrimination or preference, either as to handling, rates, or otherwise.

"Passengers shall be carried on the lines of both parties on through tickets and freight on through bills, so as to avoid re-ticketing or re-billing at Moncton.

"On all freight traffic (except coal and iron produced on the Intercolonial railway east of Moncton) carried between points west of the State of Maine and Intercolonial railway points east of Moncton, either way, the Intercolonial shall be entitled to Halifax divisions of rates, which divisions shall be based on a constructive distance equal to the distance from Moncton to Halifax plus fifteen per cent., and on such constructive distance and the actual distance carried by the lessees the through rates shall be prorated; provided that in no case shall the Intercolonial railway be entitled to a proportion of the through rate exceeding its local tariff rate for the time being, for the portion of the line over which such freight shall be carried.

"The rates on passenger traffic interchanged between the parties shall, in respect of Halifax, Pictou and New Glasgow, be devided on a pro rata mileage basis, and in respect of passengers to and intermediate local points, the Intercolonial shall be entitled to its local rates.

"The lessees shall have the right to maintain freight and passenger agents at such points on the Intercolonial railway as they may select, and to sell tickets and make through rates for passengers and freight over the lines of the Intercolonial railway east of Moncton, to or from points on their own lines of railway; provided that the Government shall not be required to accept as its proportion of the joint rates so made, any less than its division east of Moncton of rates made and fixed by the Government for the Intercolonial railway for similar traffic over the same time between the same points in connection with any other line.

"The government shall join the lessees in providing the necessary passenger, freight, mail, express, sleeping and other cars for the through passenger traffic between Montreal and Halifax, each party contributing to such equipment as nearly as practicable in proportion to the railway mileage of the respective parties in the line between the points named.

"The cars on said passenger train shall run through between Halifax and Montreal; and the time of such train between Moncton and Halifax, each way shall be at least as quick as that of any other regular express or mail train running on the same section of the Intercolonial railway.

"It is the agreement made in respect to the Harvey-Salisbury section, which the Canadian Pacific desires to have extended from St. John to Halifax, and by which the Messrs. Anderson have suspended the proposed Atlantic steamship service. The government has declined to meet the wishes of the Canadian Pacific, from what can be gathered, because of a belief that compliance therewith is a serious loss of traffic to the Intercolonial railway west of St. John and in the carriage of through freight, delivered by the Canadian Pacific, between St. John and Halifax, below cost. Under the agreement recited above, for instance the Canadian Pacific would make the rates to Halifax from all points on its system as far west as Vancouver, and the Intercolonial would be compelled to make the haul from St. John at rates based on mileage, and would yield a profit on the long haul of the former might prove a loss to the Government road. If the Canadian Pacific found it advisable at any time, in order to meet the exigencies of competition to establish a tariff barely covering the cost of the long haul, the proportion falling to the share of the Intercolonial would, it is contended, certainly involve a loss. Then there is to be considered by the Government the necessity of protecting, as far as possible, the five hundred miles of Intercolonial railway west of Moncton to Levis, the operation of which already imposes an annual charge on the public revenues, and the traffic of which is largely composed of through freight from points east of St. John. If the request of the Canadian Pacific were acceded to, it is believed the inevitable consequence must be to divert the through traffic to the Canadian Pacific at St. John, and so render the earnings of the Intercolonial utterly inadequate to meet the expense of operating. On one point, especially, in the above agreement, the Canadian Pacific people lay stress, namely, that extending to them the right to maintain freight and passenger agents and to sell tickets and make thorough rates, on the lines of the Intercolonial east of Moncton. The Canadian Pacific last summer sought to act upon this clause, but were prevented by the Government, and only the other day the following circular was issued to agents of the Intercolonial railway:—

INTERCOLONIAL RAILWAY PASSENGER DEP'T., Moncton, October 31, 1889.

C. E. Barry, of Halifax, and Chubb & Co., of St. John, are issuing tickets for passage over this railway—for business originating along our line—which have not been authorized by this office. These tickets are an issue of the Canadian Pacific railway, but neither the Canadian Pacific railway nor any other railway have any arrangements with the Intercolonial permitting the use of foreign tickets for business originating along our line.

Agents and baggage masters will refuse to check baggage on these tickets and conductors must not accept them for passage on the trains.

The circular does not affect the validity of single journey or round trip tickets issued to points on this railway by the Canadian Pacific railway.

(Signed) A. BUSBY,
General passenger and ticket agent.

The Government takes the ground, it is understood, that the public interest in the Intercolonial must be protected, and that this can only be done by conserving the through traffic over the whole route, and maintaining rates at a fair basis. The Intercolonial exchanges a large traffic at Levis with the Grand Trunk, the whole of which would be jeopardized if the terms of the Harvey-Salisbury agreement were extended so as to cover business between the Canadian Pacific and Intercolonial at St. John. Such arrangements for the interchange of traffic as the interests of the Intercolonial will permit, the Government is believed to be ready to accord, but it is not thought that, even to save the Atlantic mail service project, the term of the agreement recited above will be conceded to the Canadian Pacific.

HENRY M. STANLEY.

AN INTERESTING LETTER RECEIVED FROM THE EXPLORER.

He Arrives at the Albert Nyanza for the Third Time and Learns that Emin Pasha and Jepson had been Prisoners—Supplies Being Hurried Out to Mpwapwa.

BY TELEGRAPH TO THE GAZETTE.

LONDON, 7.—Mr. Mackinnon, the head of the Emin Relief Committee, has received a despatch from Henry M. Stanley. The explorer says:—"I reached the Albert Nyanza from Banalya for the third time in 140 days, and found out that Emin and Jepson had both been prisoners since the 18th of August, 1888, being the day after I made the discovery that Barttelot's caravan had been wrecked. The troops in the Equatorial province had revolted and shaken off all alliance. Shortly after the Mahdists invaded the province in full force. After the first battle in May the stations yielded and a panic struck the natives, who joined the invaders and assisted in the work of destruction. The invaders subsequently suffered reverses and despatched a steamer to Khartoum for reinforcements.

"I found a letter waiting for me near the Albert Nyanya, exposing the dangerous position of the survivors, and urging the immediate necessity of my arrival before the end of December, as otherwise it would be too late. I arrived there on the 18th of January for the third time, from the 14 of February to the 8th of May I waited for the fugitives, and then left the Albert Nyanza homeward bound. By the route taken I traversed the Semliki valley, the Awamba, the Usongora, the Toro, the Uhaiyana, the Unyampaka, the Anhon, the Karagrue, the Uhaiya, the Usinza, the South Victoria, and the Nyanza. No hostile natives were met. Since we left Kabbarega we travelled along the base of the Snowy range Rujenzon. Three sides of the southern Nyanza of Usongora, which is called now Albert Edward Nyanza, are about 900 feet higher than Albert Nyanza, having an exit at Semliki, which receives over fifty streams from the Rujenzori and finally enters the Albert Nyanza, making the Albert Edward the source of the southwest branch of the White Nile, the Victoria Nyanza, being the source of the south-east branch.

Mr. Mackinnon says the committee has given orders that supplies for Stanley be hurried on to Mpwapwa and beyond if possible. Stanley is expected to reach the coast in January or February.

FATE OF THE BENDERS.

One of the Vigilants Tells the Story of Their Death.

BY TELEGRAPH TO THE GAZETTE.

LOS ANGELES, Cal. Nov. 7.—By accident today the Herald correspondent came across the man who clears away the mystery surrounding the fate of the Benders. His name is N. Coherly, who has been in the employ of the street department here Coberly says that in 1882 he was a constable of Havana township, Montgomery county, Kan. The Benders moved there in 1871 and opened a wayside tavern, from which many strange disappearances took place. The crimes were discovered by the murder of York, and vigilants proceeded to the tavern to mete out punishment. On the way they met young Bender, who finally confessed, and then the party went to his father's house. "Thirteen bodies, including that of York, were exhumed in the orchard," said Coberly. "One of these was that of a child, buried with its murdered father, and the little one had evidently been entombed alive. A small, feathery pillow was placed over its face with the evident intention of smothering its cries while dirt was being heaped upon it. After the search was concluded and the mode of killing explained, namely; placing the victim's head with his back to a cloth partition and then striking his head outlined there with an axe. Old man Bender, the old woman and Kate Bender were loaded into their own wggon and headed south. I was one of 100 men who followed and surrounded that wagon. Reaching Rocky Hill, near Coal Creek, in a barren, desolate region a few miles from the Bender tavern the wagon was halted, and 100 bullets whizzed through the air. Three demons were literally riddled with balls. Their bodies were not buried. They were thrown out among the rocks on the hillside, where the wolves probably fed upon them. No investigation of the case was ever made by the authorities, but you can rest assured that the Bender family will never again be heard of in this world. The next spring three more bodies of murdered men were found in Dunn Creek, and all told it is believed that Bender killed 17 people, including the child that was buried alive."

ZALINSKI INTERVIEWED.

His Views on Modern Warlike Improvements.

BY TELEGRAPH TO THE GAZETTE.

PARIS, Nov. 7.—Capt. E. L. Zalinski America's high explosive celebrity, is studying things military and otherwise in Paris. The captain received your correspondent at Hotel Byron. He is looking as well as possible, and says he is enjoying every moment of his European experience. He is travelling under orders to obtain such information as may be obtainable regarding certain military questions. He has already visited England, Holland, Belgium, Denmark, and Germany, and may go into Italy. Coming to his pet theme, Capt. Zalinski said:—"I am convinced that an European war is inevitable, but not in the immediate future. One consideration alone is sufficient to maintain peace for at least two years, viz., the fact that the continental nations will need that space of time to equip their armies with the new style rifle and possibly with modifications of their artillery, to meet the requirements of the smokeless powder. In both cases, in this connection, I may add that war, instead of being hastened by frequent improvements in its appliances, is actually retarded by them, because whenever anything of military importance is discovered the nations are apt to wait before risking a conflict until they have tested and applied them to their own use. As such discoveries are constantly being made war may thus be postponed indefinitely. But when war does come it will be terrible. I have just witnessed the German manœuvres at Hanover, and assure you that had those two army corps done in earnest what they made a pretence of doing, of the 50,000 men who went into that ten days' action there would not be 10,000 ready for service today. The rest would have been placed hors de combat, dead or wounded, to such a degree have modern improvements in life-destroying machinery added to the horrors of war."

"What are apt to be the new features, captain of coming wars?"

"One will be smokeless powder, about which much ado has been made, but I am not altogether certain as to the future of this invention. In the first place, it is more than questionable whether the powder will preserve its qualities long enough to make its adoption warrantable. Secondly, supposing that difficulty overcome, there is an objection to its general use in the fact that the manœuvres of the attacking troops would no longer be masked, thus placing them at a serious disadvantage. In consequence, armies might have to carry two sorts of powder, and this would of course be a great encumberance. The small bore rifle is another new thing. The European armies carry rifles to-day with a bore about half the diameter of those used in our late war, and is 7½ or 8 millimetres. This results in an appreciable saving in size and weight of ammunition, so that the soldier who could formerly carry only 80 rounds can to-day carry 120 or 140 rounds."

"Is there any prospect of using high explosive cartridges in rifles, and what would be the advantage?"

"A rifle ball kills or disables surely enough as it is. We do not want to blow our enemies' bodies into fragments, In fact we would rather wound their men than kill them, because every wounded man incapacitates at least two others, who have to look after him, whereas a dead man only needs burying, and even that is sometimes omitted."

THE PRINCE of WALES.

The French Press on His Reception at Cairo. France will Mind England in Regard to Egypt.

BY TELEGRAPH TO THE GAZETTE.

PARIS, Nov. 7.—The Republique Francaise says that England cannot be surprised that no one in Egypt consented to fete the Prince of Wales, as though he was on a triumphal quasi royal tour.

France and the other powers which have not ceased to regard Egypt as a Turkish dependency, in no way bound to Great Britain by a protectorate vassalage, still demand the evacuation of the country by the English. The Cairo incident, the paper says, provides that, Europe is not disposed to allow the Egyptian question to sink into oblivion.

France will lose no opportunity to remind England of her solemn requirements, in regard to Egypt.

CLEVELAND ON THE ELECTIONS.

He is Satisfied at the Indications—The South Still Faithful to the Democracy of Jefferson and Jackson.

BY TELEGRAPH TO THE GAZETTE.

WASHINGTON, Nov. 7—Ex-president Cleveland in an interview on the election results says "It is evident that the leaven of tariff reform has at last leavened the whole lump. The west which has suffered most from the unjust burden of tariff taxation has awakened.

The State platforms of both Iowa and Ohio were abreast of the St. Louis platform on the subject of tariff reform. The people have considered and passed judgement. It was for the people to decide and they are now deciding.

It is enough for me to say that I am satisfied at the indications and results of Tuesday elections. The verdict in Virginia indicates that the South is still faithful to the democracy of Jefferson and Jackson.

Regrets for Dr. Heiers Death

BY TELEGRAPH TO THE GAZETTE.

LONDON, Nov. 7. Though the enterprize of Dr. Heiers was coldly viewed in England as his main object was believed to be the establishment of Girman trading stations, his murder has caused unbounded regret here and all the papers comment feelingly upon his sad taking off.

The Horse Jumping Record Broken.

BY TELEGRAPH TO THE GAZETTE.

CHICAGO, November 7—At the American horse show last night the World's record for high jumping was broken by one and one quarter inches, making a total jump of 6 feet 10½ inches by Ontario owned by S. S. Houlan, of Mt. Morris, N. Y.; and by Moorehouse; and Pepper, Toronto, Canada.

Serious Fire and Loss of Life.

BY TELEGRAPH TO THE GAZETTE.

PETERSBURG, November 7.—A fire started at 3 o'clock this morning in a dry goods house on Sycamore street, burning the large iron front block and several adjoining properties, Odd Fellows hall and a number of business houses. Loss $75,000. Lieut. of Police Crichton was killed.

Turkish Courtesy to their Visitors.

(BY TELEGRAPH TO THE GAZETTE.)

CONSTANTINOPLE, Nov. 7.—The Sultan's yacht Izzedin accompanied as far as Mitylene the German vessels on which the Emperor William and the Empress sailed. At Mitylene the German vessels were met by the German squadron.

A Boulangist Conference.

BY TELEGRAPH TO THE GAZETTE.

LONDON, Nov. 7.—A conference between the leaders of the Boulangist party was held to-day at the residence of General Boulanger, on the Island of Jersey. Sixty of the prominent members of the party were present.

Dynamite Explosion in Madrid.

BY TELEGRAPH TO THE GAZETTE.

MADRID, Nov. 7.—An explosion to-day in a dynamite factory near Bilboa four persons were killed and many injured.

Juggler Wins the Stewards.

BY TELEGRAPH TO THE GAZETTE.

LONDON, Nov. 7.—The race for the Liverpool stewards cup of 400 sovereigns, was won by Juggler, Sea Song, second.

The Weather.

WASHINGTON, Nov. 7.—INDICATIONS.—Fair. Slightly warmer, Southerly Winds.

SECOND EDITION.

U. S. ELECTIONS.

IOWA AND OHIO ELECT DEMOCRATIC GOVERNORS.

The State Tickets are Probably Republican in Both These States, but the Contest is Very Close in Ohio.

BY TELEGRAPH TO THE GAZETTE.

DES MOINES, Iowa, Nov. 7.—The Register says the returns from all counties by a full vote, or estimated majorities, indicate the election of Boies, the Democratic candidate for governor, by probably not over 3,000.

The vote is running so close with so many unexpected changes, that almost the entire vote will have to be known before the results can be ascertained.

It is probable that the Republican state ticket, with the exception of governor, is elected by a small majority.

COLUMBUS, Ohio, Nov. 7.—The State committees have been making their estimates on the head of the tickets, which show that Foraker has run behind in nearly every county in the state.

The State Journal has semi-official returns from a large number of the counties, which indicate that the rest of the ticket is holding up so well that there is a possibility that nearly all, if not all the Republican state ticket is elected, with the exception of Foraker.

Stormy Session of the Hungarian Diet

BY TELEGRAPH TO THE GAZETTE.

PESTH, November 7.—After a stormy sitting yesterday the lower house of the Hungarian diet rejected the radical proposal to impeach Baron Fejervy minister of defences, for reason, in allowing the black and yellow colors to be displayed in the residences of the officers of the Honved army. Premier Tisza was unable to speak owing to the tumult that prevailed.

A Volcano in Eruption.

BY TELEGRAPH TO THE GAZETTE,

CITY OF MEXICO, Nov. 7.—The volcano of Colima is in a state of active eruption. Many houses in the vicinity have fallen and the works for many miles around are on fire.

Shipwreck and Loss of Life.

BY TELEGRAPH TO THE GAZETTE.

YOKOHAMA, Nov. 7.—The American ship Cheseborough from Hiogo for New York has been wrecked on the northern coast of Japan. Nineteen of the crew was drowned.

Telegraphic Flashes.

Vicount Falmouth is dead in London. He was born in 1819.

Adam Brown, M. P., will be appointed postmaster at Hamilton, Ontario.

Mons. Ferry of France, is seriously ill at Nice. His friends are anxious.

Gen. Sir Frederick Roberts succeeds Prince Edward, of Saxe-Weimar, as commander of the forces of Ireland.

Provincial secretary Gibson of Ontario denies positively that the elections in Ontario will take place before another session.

The Russian government has postponed the elections in the Baltic provinces until they can be placed under Russian supervision.

Mr. Berlin Post says there were no political arrangements made by the monarch, or their ministers at the Constantinople meeting.

Judge Gowan of Canada has been called to the bar of Ireland by Baron Ashbourne, Lord Chancellor, because of his services as a jurist.

The Protestant council of public instruction was in session at Quebec yesterday. The council is drafting a reply to Hon. Mr. Mercier.

The American Cotton oil trust is in difficulty. The shortage announced at the stockholders meeting in New York yesterday is $552,511.

The lightermen's strike in London has compelled thousands of dock laborers to be idle, all deliveries by water from the warehouses being blocked.

All freight conductors and brakemen on the Evansville, Ind. roads struck yesterday for an advance in wages. No freight trains on those roads were moved yesterday.

The Paris exposition has closed and there was a brilliant fete last evening attendant upon its closing. Four hundred thousand persons were present and the fete was a great success.

Guy Fawkes day was celebrated in Ottawa by an Orange procession and mass meeting. Nearly everybody except Col. O'Brien, was condemned by resolutions passed at the meeting.

Ex-cashier E. S. Van Hosen of the Toledo National Bank was arrested at Toledo yesterday, charged with embezzling $589,000 of the banks' funds. The teller, John McKee was also arrested for embezzling $1,300.

James Walker, a Montreal restaurant keeper claims to have been defrauded by Jean Salem Pagnette, contracting to purchase in New York 10,000 bbls of petroleum. He charges Pagnette with keeping a bucket shop.

The Ottawa Citizen editorially denies that Sir John Thompson expressed an opinion that leading Orangemen should be imprisoned because of their fifth of November proclamation. The fact is that Sir John never read the proclamation.

Molloy M. P. in a speech at Sheffield last evening said the Parnellites had documentary evidence proving the complicity of government officials in a conspiracy against the Irish. They intend to expose the plot immediately after the opening of Parliament.

London Markets.

LONDON, Nov. 7th closing.

Consols 96 3-16for money and 97¼ for acct.

A & G W firsts	72¼
Can Pac	107¼
Erie	44½
Do seconds	43½
Ills Cent	43½
Mexican ordy	43½
St Paul Common	55¼
N Y Cent	55¼
Penn	55¼
Reading	69½
Mex cent new 6s	43½
Bar Silver	43½

Money ¾ per cent

Amount of bullion gone into bank of England on balance today is £26000.

Liverpool Markets.

LIVERPOOL, Nov 7.—Cotton steady with fair demand. Amn mids 5 7/16 d sales 10,000 bales; spec and export 1000 bales; rects 134000, bales Am 18600. Futures steady.

LIVERPOOL, closing cotton amn midd Nov 5 43-64 d seller. Futures closed firm.

NEW STOCK.—Just received from Havana the fallowing fine brands of cigars: Suprema, Deliciosas, La Brilliante R. V., extra, New La Miel, Flor De Benito Luarez Conchas and Angel Queens, at S. Whitebone's, City Market Building, Charlotte st.