

the rescue by inquiring if you are going to be all day doing nothing, and if you think her arms are made of cast iron, and then the broom slips off the pipe, and in her endeavour to regain her hold she jibs you under the chin with the handle, and the pipe comes down on your head with its load of fried soot, and then the chair tilts forward enough to discharge your feet, and you come down on the wrong end of that chair with force enough to bankrupt a pile-driver. You don't touch that stove again. You leave your wife examining the chair and bemoaning its injuries, and go into the kitchen and wash your skinned and bleeding hands with yellow soap. Then you go down the street after a man to do the business, and your wife goes over to the neighbours with her chair, and tells them about its injuries, and drains the neighbourhood dry of its sympathy long before you get home.

Professor Wise.

The man upon whom the eyes of the northern half of the American Continent are at present fixed, who is exciting the greatest interest and expectation by the daring character of the scheme he is about to put to the test is the celebrated aeronaut Professor Wise. It has long been a pet theory with this experienced scientist that a balloon voyage to Europe is in every way practicable, and can be accomplished with comparative ease, and—unless unforeseen obstacles arise—perfect safety. It is his belief—shared in by many scientific men of note—that at a certain height there is a perpetual current of air which flows swiftly in a northerly, or east north-easterly direction. Once get into this stream, he argues, and the balloon is carried along swiftly and surely. Starting say from New York a balloon on reaching the current would sail towards the coast of Norway at the rate of forty and fifty miles an hour, and thus a voyage which now takes from ten to fourteen days, could be performed in about sixty hours. Add to this that all the disadvantages of the ocean voyage are avoided. There is no perceptible motion, for the aeronaut has no opposing force to contend with. His aerial chariot encounters no resistance. As the air is the only motive power there is nothing to obstruct or retard its course. It sails calmly on, though at an immense speed, safely balanced on the air-stream which is carrying it to its destination. Such is the theory which for over a quarter of a century Prof. Wise has firmly held to—may which at one time he in great measure proved to be correct by accomplishing in a balloon the voyage from St. Louis to New York, a distance of twelve hundred miles in nineteen hours. It is now his intention to put this theory to a final and crucial test. Hitherto he has been hindered from doing so by the want of funds to defray the necessary expenses attendant upon so gigantic a scheme. Thanks, however, to the enterprise and liberality of the Graphic publishing Company, of New York, he is now enabled to put his long cherished theory into execution. The amount which it is expected will be needful to cover the cost of the expedition is put at \$10,000. Upwards of \$1,200 had already been pledged, but this, as well as any additional subscriptions which may be offered, the Company propose should go to Professor Wise to reimburse him, in part, at least, for the labor of a lifetime in cherishing this important public experiment. Preparations are now being hurried on and it is expected that the ascent, which will be private, will take place before the 20th ult. The Professor will be accompanied by Mr. W. H. Donaldson, a skillful and experienced aeronaut, and some half-dozen members of the Press. The benefits that must result should the enterprise prove successful are obvious. They will place the name of the intrepid aeronaut who conducts the expedition on a rank with those of the greatest pioneers in the world of science. His intrepidity in this cause and the generosity of those who are assisting him in clearing up the mysteries of air navigation are beyond all praise, and will be held in remembrance for all time.

Cynical Reflections.

Boys nearly hate girls, and the feeling is returned; old men care little for women of any age except as nurses; old women creep together. It is only during the central portion of life that the sexes can be said to be civil to one another. In fact if nature had not forced man and woman to love each other during that portion willfully, and given them that incredible and perplexing tribe of children, it is doubtful whether they would have any mutual liking. Love is all that exists between them. The score of other feelings—of understanding, sympathy, of appreciative respect, of rational emulation which men have for men and women for women,—neither sex has for the other. It is astonishing, considering what a complete, intricate, long association the bringing up a family ties a couple to, that they do not become more really intimate than they do even in the best cases. Doubt may well be felt that there are few husbands and wives, who, in spite of all the trials they have shared, have not at the bottom of their hearts a sense of grievance one against the other. At least it may fairly be said that, if there were any joint concern of another kind which kept two men or women partners of fortune, under such mutual responsibilities for so long a period, they would develop more warmth of feeling on each side.

A Horned Canary.

A correspondent states that a horned canary may be seen at 39, Mill Street, Ludlow. It is a yellow bird ten years old. The horns are at the base of the bill, between the respiratory orifices and the commencement of the feather growth and in line with the eyes and the top of the bill.

Very Good Butter.

Very good butter, it is stated, is prepared now by a butter manufactory at New York, according to the following process:—Agents are employed to visit slaughter-houses and buy up all the beef suet. This is carted to the factory and cleansed. Then it is put into meat choppers and minced fine. It is afterwards placed in a boiler with as much water in bulk as itself. A steam pipe is introduced among the particles of suet and they are melted. The refuse of the membrane goes to the bottom of the water, the oily substance floats and is removed. This consists of butter matter and stearine. A temperature of 80 degrees melts the former, and leaves the stearine at the bottom. The butter matter or cream is drawn off; about 13 per cent of fresh milk is added, and the necessary salt and the whole is churned from ten to fifteen minutes. The result is Orange county butter at about one-half the usual cost. The stearine is sold at 12c a pound to the candlemaker, and the refuse at 7c a pound to the manufacturer of food for cattle. A Company with a capital of 500,000 dols. has been organized for the manufacture of butter by this method; it is expected the dividends will amount to 100 per cent. In the meantime a chemist in France is reported to have made milk from grass, but as the milk thus made is much more costly than the old-fashioned milk his discovery is not likely to be so profitable as the butter manufacturers.



HARAR GRACE, JULY 25, 1873

Supposed Loss of the Revenue Cutter "William Stairs."

By advices from Labrador we learn that fears were entertained there for the safety of the Revenue Cutter "William Stairs." It appears that the cutter left Red Bay for some port further down the shore, and nothing had been heard of her up to the date of the letter—eleven days after the craft sailed from the above mentioned place—by which the disagreeable intelligence has been received. A schooner resembling the cutter was seen, bottom up, near York Point, Chateaux Bay; and, although no positive proof existed at the time that the ill-fated vessel was the "William Stairs," yet it is feared that the cutter is lost with all on board, including Judge Pinsent and the Rev. Mr. Currie.

THE Installation of Officers of Harar Grace Division No. 16 of the *Sons of Temperance* took place at Temperance Hall, on Wednesday, the 16th instant, D. G. W. P. Rogers, presiding. The following are the office bearers for the current quarter:—

- Bro. John Thistle, Worthy Patriarch.
- " H. Fitzgerald, Worthy Associate.
- " James Strathie, Recording Scribe.
- " Robert Newhook, A. R. Scribe.
- " John P. Jillard, Financial Scribe.
- " George Hutchings, Treasurer.
- " Bernard Parsons, Chaplain.
- " William Thompson, Conductor.
- " William Russell, Assistant Conductor.
- " Robert Brown, Inside Sentinel.
- " G. F. Barnes, Outside Sentinel.

THE mail steamer "Walrus" arrived here this evening, 'en route' for Labrador, and, after receiving mails, took her departure for the latter place.

By a telegram from Cape Breton, we learn that the fourth Placentia-Sydney Cable was successfully completed this (Friday) afternoon.

LORD DUFFERIN, Governor General of Canada, visited Acadia coal mines, at Stellarton, yesterday.

CYRUS W. FIELD, Esq., arrived here yesterday. We understand that the object of Mr. Field's visit to Newfoundland is to endeavor, if possible, to nullify the right of our Government to exercise the power of pre-emption over the New York, Newfoundland and London Telegraph Company's land lines. Mr. Field, it seems, is supported by the opinions of eminent legal advisers, and the "invincible" editor of the St. John's "Times." We are confident the Government will act judiciously in the matter, and effect such an arrangement as will be conducive to the interests of the colony. Subjoined are the opinions referred to, which we copy from the "Times" of the 23rd inst.:

OPINION.

6, Victoria Street, Westminster Abbey, S. W., April 17, 1873.

DEAR SIR,
At the further consultation to-day between Sir John Karslake and Mr. Lloyd and the Hon. J. J. C. Abbott, Q. C., late Solicitor-General for Lower Canada in the Government of Canada, all agreed in confirmation of the former opinion that if the right of pre-emption should be exercised by the Newfoundland Government, the New York, Newfoundland and London Company would be entitled to compensation for their lines and property as a going concern, and that in the appraisal the circum-

stances generally, including the revenue earned, should be taken into account.

As regards the question of the right of pre-emption after consolidation and merger of the Newfoundland Company with the Anglo-American Company, Mr. Abbott entirely concurred in Mr. Lloyd's views expressed in the opinions already given by him. Sir John Karslake thought it very doubtful whether the right of purchase by the Newfoundland Government would continue after such a consolidation, but expressed a strong opinion that the exercise of the right would then prove to be impracticable, involving as it would the purchase of the whole system then in operation, as between England and America, and the machinery of the Act being apparently unavailable for that purpose.

Yours faithfully,
BAXTER, ROSE, NORTON & Co.
Cyrus Field, Esq.,
Buckingham Palace Hotel,

OPINION.

Sir JOHN KARSLAKE's opinion is asked on the following further points:—

1. If the right of pre-emption is exercised, will the revenue earned have to be taken into account?
2. Will the Government of Newfoundland be able to exercise that right over lines and property of the Company within other provinces or states?
3. If the right of pre-emption still exists after consolidation and merger of the Newfoundland Company into the Anglo-American Company, could it be exercised compulsorily by the Government, except by purchasing the whole lines and property of the Consolidated Company?

OPINION.

1. I think that if the right of purchase were exercised, the revenue earned would have to be taken into account.
2. I think that the Government of Newfoundland cannot practically exercise the right of purchase over lines and property within other provinces or states.
3. If the right of purchase continues at all after consolidation and merger of the Newfoundland Company into the Anglo-American Company (which I think very doubtful), it appears to me that it could not practically be exercised under the terms of the statutes, over all or any part of the Consolidated Company's Lines.

(Signed)
JOHN B. KARSLAKE,
Temple, 16th Nov. 1873.

OPINION.

1. I am of opinion that the Newfoundland Government can exercise its original power of purchasing the lines and property of the Newfoundland Company, unless and until that Company becomes consolidated with and merged into the Atlantic Telegraph Company, or any other Telegraph Company standing in its place.
2. I am of opinion that in the event of the exercise by the Newfoundland Government of the right of purchase, the Company would be entitled to compensation for their lines and property as a going concern. And that in the appraisal the circumstances generally, including the revenue earned, should be taken into account.
3. I consider that if the Newfoundland Company becomes consolidated with the Anglo-American Company, as representing the Atlantic Telegraph Company, under the powers contained in the 2nd section of the 20th Vict. cap. 1, the lines and property of the Newfoundland Company will be merged in the Consolidated Company, and the power of the Newfoundland Government to acquire the lines and property which had theretofore belonged to the Newfoundland Company will cease.

I am aware that the opinions taken do not entirely concur on this point, and I have, therefore, given it very serious consideration. But I am unable to bring my mind to any other conclusion than that at which I have arrived.

(Signed)
J. J. ABBOTT, Q. C.
BARTHOLOMEW LANE,
April 22nd 1873.

OPINIONS.

Of Sir JOHN DUB COLERIDGE, ATTORNEY GENERAL FOR ENGLAND, AND MR. JOHN HORATIO JOYD.

We are of opinion that if the Government of Newfoundland exercised the reversion conferred upon it by seventeen Victoria Cap. tw. sec. fifteen, it would have to pay the existing value of the line and property in the hands of the Company, of which value the power of earning revenue is a material item. This seems to be provided by the terms of the act, which distinguishes line from fire cable apparatus, vessels, and all other property connected therewith, and sets that not only the physical component parts of the line, but the line telegraph as a concern, are to be appraised and paid for.

It is difficult to define with any further precision the mode of arriving at this result.



Latest Despatches.

LONDON, July 19.—The Queen encourages international arbitration. The Irish Team won the Elcho Shield at Wimbledon.

The Lord Mayor of London has been created Baronet, and Sheriffs White and Perkins knighted. Lord Westbury is hopelessly ill.

The Shah returns immediately to Teheran, on account of an insurrection in his dominions.

The Carlists entertain strong hopes of recognition of belligerent rights by France.

NEW YORK, 19.—The great University Boat Race was held at Springfield, Massachusetts, in which all the principal colleges of the country took part. It was won by the Yale University crew.

The Dominion Credit Mobilier scandal is looking worse for the Government. Mr. Mullins publishes documents implicating MacDonal, Cartier and Hincks.

The new cable from Placentia to Sydney, C. B. has been successfully laid, and a second new cable is being laid from Sydney to Placentia.

LONDON, 17.—A Mount Vernon despatch states that a panic prevails on account of cholera, 40 deaths having occurred in one week, the people are fleeing from the city.

LONDON, 18.—The Queen has given her consent for the marriage of Alfred to the Grand Duchess Marie of Russia.

The Khan of Khiva pays Russia two millions of roubles as indemnity, in consideration of which he will be confirmed on his throne.

The Carlists sustained a heavy defeat to-day after a battle of 18 hours duration.

Great excitement was occasioned in the Cortes to-day, by the explosion of an Orsini bomb at the door. The perpetrator of the outrage and object unknown.

Sixty-two cases of cholera appeared at Vienna, forty-two being fatal.

NEW YORK, 11.—The Brooklyn Trust Company suspended to-day, causing temporary depression on the stock Exchange. Mr. Mills, the late President, is a defaulter to the extent of \$146,000. Mills drowned himself yesterday.

GOLD 115 7/8.

CHARLOTTETOWN, P.E.I., 22.—The Right Hon Earl Dufferin, Governor-General of Canada, arrived here last Friday, and leaves for Halifax on Thursday.

Messrs. Tilley and Tupper are expected this evening.

The Governor General and party will remain about a fortnight.

LATEST.

NEW YORK, 23.—McMullen publishes a letter to-day in the "Toronto Globe," giving the particulars of his connection with the Pacific Railway Company negotiations. He had a meeting with Sir John in Montreal, who approved of the negotiations and requested McMullen to join him at Ottawa to put the matter in proper shape before submitting it to Parliament. Other meetings took place at which McDonald, Cartier, Hincks and others were present. Cartier at once opposed the scheme. McMullen states that \$8,500 were paid to McDonald, with the distinct understanding that the amount was not to be repaid, whilst Hincks was to receive \$50,000 in cash, and soon to be appointed Secretary of the Company at a salary of \$20,000 per annum. The Americans at first demurred to this, but subsequently agreed, and a levy was made on Americans for \$50,000, \$10,000 being paid to "La Minerva," Cartier's paper, and an adequate loan of \$10,000 to Hincks; in addition to this, through Sir H. Allan, Hon. Mr. Abbott was authorized to promise Langevin, Minister of Public Works, \$25,000 to aid his election about Quebec, on condition of his friendly assistance—and Mr. Abbott reported he done so. The publication of those letters creates intense excitement, and the universal opinion is that the Ministry must either resign or be driven ignominiously from power.

OTTAWA, 23.—McMullen publishes another letter, supplemented with a confirmatory statement from Senator Foster, giving full particulars how the \$150,000 corruption funds were spent. Acknowledgements are given by McDonald and Cartier. Cartier received \$50,000; Hincks, \$25,000; Sir John, \$50,000; Langevin, \$25,000. These additional disclosures create intense excitement. It is rumoured to-day that the Governor General will dissolve the house. The above disclosures must not be confounded with the revelations Mr. Huntington has yet to make, and which he is prepared to prove from documentary evidence in his own possession.

NEWS ITEMS.

THE loss is reported of the steamer "Columbus," one of the London and North Western Company's boats plying between Holyhead and London. It appears that the steamer left Dublin on Friday night, having on board about 250 passengers, beside the crew, and a large deck cargo of cattle and sheep. All went well until about half past two on Saturday morning. At that time there was rather a heavy fog on, and the captain was on deck directing the course of the steamer, which was going at full speed. Some of the steerage passengers who were on deck at the time discovered that the steamer was close to a rock on which there was a lighthouse. They immediately gave an alarm, and the captain seeing that the steamer had got out of her course, gave orders for the engines to be stopped and reversed, but there was then no time to effect this change, and the vessel went head on to the rock. Immediately after striking the steamer broke her back, a great hole being made in her bottom just between the paddle-boxes, and the hole began rapidly to fill with water. The boats were at once lowered, but unfortunately were upset in consequence of overcrowding, and several persons were drowned, the remainder succeeded in effecting a landing on the rock. The after part of the steamer broke off from the shore part shortly afterwards, and a large number of cattle and sheep fell into the sea and were drowned. The people in charge of the lighthouse by this time had become acquainted with the nature of the disaster, and took immediate steps to render assistance, and in order to rescue the passengers got the rocket apparatus to work, and lines were thrown to the wreck, by means of which the passengers were able to wend their way through the surf. It is said that two seamen and one of the firemen were lost, and the total number said to have been drowned is variously estimated at from 5 to 15. On landing on the rocks fires were lighted with broken wood from the wreck, and as no provision could be had from the lighthouse keepers for so large a number, the passengers suffered greatly from exposure and privation. The rock on which the steamer struck was found to be the Skerries, situated about seven miles from Holyhead. At daybreak the lighthouse keepers communicated with the mainland, and in the course of Saturday another steamer came out to the scene of the disaster, and the passengers were conveyed by boats on board and brought to Holyhead. Another account states that only one life was lost, that of the firemen of the vessel.

THE "Liberal de Louvain" relates a singular accident which recently took place at Berthem, in Belgium. M. Posson, the proprietor of a menagerie consisting of two lions, a tiger, several bears and thirty seven monkeys, being on his way from Brussels to Liege, had made a halt in the commune above mentioned, and placed his vans in a farm belonging to Mr. Vrebos. In the morning the keeper on opening the door of the building to feed the animals, perceived with terror that the tiger had torn out one of the planks of its cage, and escaped through the aperture to the timber work of the roof. He immediately gave the alarm, and having obtained the aid of the director, succeeded in enticing the animal down from his perch by the offer of food, and made it re-enter its compartment. The discovery was then made that the vehicle in which the monkeys had been lodged the night before was completely empty, and that the creatures had regained their liberty. Most of the fugitives appeared to have sought refuge in the woods of Berthem, and as it was thought that they might become dangerous, it was decided to organize a general battle to capture or destroy them.

HALIFAX, July 5.—James Hughson, second mate of the bark "Concordia," for Plymouth, England, timber-laden, arrived here this morning, and gives particulars of the loss of the vessel at Cape Grilla, Newfoundland, on June 18th, at 1.30 a.m., and the drowning of Capt. Harrison, the chief mate Goudie, and three of the crew. When the vessel struck, the captain, mate, carpenter, sailmaker, and a seaman named Donald McDougall, got into a boat for the purpose of reaching land; while endeavoring to secure a line to the wreck, the boat was smashed by the sea, and all five were drowned; as there was only one boat, the second mate managed to float the line ashore, when it was fastened by fishermen on the beach, and the remainder eleven in number, succeeded in reaching shore safely. The bodies of the drowned men were recovered next morning, and interred by the fishermen. The crew got a passage in a passing steamer from the Channel of Newfoundland to Sydney, C.B., from which place they sailed in a schooner for Halifax. The mate left the schooner and crew at Beaver Harbour, and walked to the city, eighty miles, this morning.

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