General News.

Suicide at Sea.—Captain Ludlow, of the schooner "Otter," writing from Pernambuco, under date of 28th May, reports that the steward, Alfred Brine, of Joggins, N. S., jumped overboard on the 19th April, lat. 25° 34 min. S., lon. 44° 35 min. 30 sec. W., three days out from St. Catharina, Brazil, and was drowned.

A Woman Suicides.—Mrs. McAulay, wife of Joseph McAulay, of Tracadie, committed suicide by hanging early on Tuesday morning June 22. On entering the kitchen her husband was horrified to see her lifeless body suspended from a beam in the ceiling and with a handkerchief tied over her eyes.—*Chronicle.*

Struck by a Train.—*Wakefield, Mass., July 2.*—The Portland express, due in Boston at 9 p. m., struck a carriage containing a man, a woman and two little girls, killing all four. The parties proved to be John Measures, of Stoneham, his sister-in-law, who lives in this town and her two children. All were horribly mangled. They were trying to cross the track ahead of the train.

—On the occasion of Rev. A. W. Nicolson's withdrawal from the journalistic profession, of which he has for several years been a most valued member, the staff of the *Hants Journal* presented him with a gift and an address expressive of their high regard for him.

—The strawberry growers of Riverhead, L. I., have lost over $60,000 within the past week through the low prices prevailing in the New York and Boston markets. Many of them have ploughed up their vines full of fruit, as it would not pay to have the berries picked.

—If you have any doubt about the value of Eagar's Phospholeine as a cure for Consumption, Scrofula, Rickets, and all wasting diseases, write to any of the Physicians whose names are on the circular, and get their opinion about it.

Abington, Mass., July 1.—The Abington National Bank, whose president was arrested in Portland last night, stopped payment this morning. No money will be paid out until after a meeting of the directors is held. Last evening at the close of banking hours the band had $140,000 on hand. It is thought the shortage will amount to nearly $160,000.

A Customs Union for the Colonies.—*London, July 1.*—At a meeting of the Imperial Federation League to-day Sir Alex. Galt urged the formation of a customs union among the colonies. He said he did not see why, if Canada entered a confederation for mutual defence, America should not do likewise, making the English-speaking nations one free and prosperous community.

—Well all the fools are not dead yet. A financial reporter on a New York paper got a tip and won $120,000 in a single stock transaction. In another transaction a day later he lost every cent of it. Now let him sit down and figure up how many glasses of lager $120,000 would have bought and then go out in a dark spot and kick himself for exercise. Grand Rapids Telegraph.

—If you have Headache, Constipation, Weakness, Dyspepsia, Sour Stomach, Dropsy, Salt Rheum, Rheumatism, Kidney or Liver Complaint or Impure Blood, use Dr. Norton's Burdock Blood Purifier. It will cure you. 1y.

Poisoned by Eating Toad Stool.—A few days ago Miss Lizzie Bowers, hailing from Halifax and employed at the Bay View lobster factory, was poisoned from eating toad stool, which she thought was mushroom. It was a very severe case and it was with much difficulty her life was saved. Dr. McKenzie was summoned from town, and when he arrived she was almost beyond recovery, her jaws being almost locked, requiring some effort to get her mouth open. She is now quite or almost recovered.—*Charlottetown Herald.*

Measuring by Numbers.—Ministerial success and church prosperity is being more and more measured by numbers. I know of an itinerant who has said that the only chance he has to raise into the larger and more prosperous churches is to secure large additions to the church where he is. If for several years he can show a roll of members largely augmented by his labors—thirty year before last, forty last year, fifty this year—this is the tide that will float him into the metropolitan pulpit. —*Christian Union.*

—Toothache instantly cured by the application of Seavey's East India Liniment.

Suicide.—A Montreal despatch of June 28th, says:

"John H. Liddell, partner and commercial traveller, of the firm of Chas. Huston & Co., wholesale clothiers, suicided this morning by cutting his throat with a razor. Deceased had just returned from a trip to the Northwest and intended leaving for the lower provinces next week."

Mr. Liddell was well known by many people in Amherst. He has made regular trips to the lower provinces for years and was highly esteemed by merchants with whom he had dealings.

Miraculous Escape.—One morning last week a two year old child of John Walsh's climbed up to, and fell out of a two story window of the Hantsport Hotel. The child in falling struck the veranda, and bounding thence to the ground. The child received no injury.—*New Star.*

—*Parson's Purgative Pills* make new rich blood, and will completely change the blood in the entire system in three months. Any person who will take one pill a night, from one to twelve weeks may be restored to sound health, if such a thing is possible.

—An American captain who was seining right on top of the three mile line last week says if the cutters enforce the law it is going "to play the de'il" with the Gloucester people. They will be unable to stay on our North shores late, as they will have no shelter, which they sometimes require for a whole week in the fall, and this with the danger, uncertainties and other disadvantages, will so cripple the Americans that they will suffer heavily. This captain is a reasonable man, and is not by instinct a robber, although he is from Gloucester. He hopes a settlement will be made, and would be quite satisfied with free fish, and free fisheries.—*P. E. I. Journal.*

Torn From Limb to Limb.—*Ottawa, June 26.*—In fisherman, Lord & Hurdman's mill a boy named Godrol Larin, who had been frequently forbidden to catch hold of a revolving shaft and swing himself slowly around in a contrary direction, did so, although often warned not to do so by the foreman. This shaft, which is about two inches in diameter, was enclosed by a few planks nailed on top of one another. The top plank was split and possessed a sharp edge. This rude fence was about four feet high. The youth clambered over and curled himself round the shaft. His coat sleeve became entangled in some way, and in another moment he was being swung around at a terrible rate in a contrary direction. At each rotation his legs came down on the sharp edged planking with terrible force, and after turning round a few times the left leg was torn off below the knee. With such violence was the limb severed that it was thrown ten feet on to some planks. The awful rotation still continued, and the next round the other leg was torn off just above the knee. This limb fell down a trap hole in the river. The only spectator quickly stopped the engines. When removed in was found that the boy's body was dreadfully crushed and the shoulder broken. He died shortly afterwards in intense agony.

The Learned Societies

Through their members have testified to the great efficacy of Putnam's Painless Corn Extractor. It provokes no line of demarcation, securing alike the good will of the highest and the most humble, and with strict impartiality, removing with equal celerity the corns of each. Try Putnam's Corn Extractor.

—Life if full of disappointments. We recently offered to cure a bad case of Rheumatism for a year's subscription in advance, but just as we were on the point of lifting the shekels a sympathizing friend suggested *Johnson's Anodyne Liniment*, and the money and the patient vanished instanter.

Now is the high-tide of the year,
And whatever of life hath ebbed away
Comes flooding back with a ripply cheer,
Into every bare inlet and creek and bay;
Now the heart is so full that a drop overfills it,
We are happy now because God wills it;
No matter how barren the past may have been,
'Tis enough for us now that the leaves are green;
We sit in the warm shade and feel right well
Now the sap creeps up and the blossoms swell;
We may shut our eyes but we cannot help knowing
That skies are clear and grass is growing;
The breeze comes whispering in our ear,
That dandelions are blossoming near,
That maize has sprouted, that streams are flowing,
That the river is bluer than the sky,
That the robin is plastering his house hard by;
And if the breeze kept the good news back,
For other couriers we should not lack;
We could guess it all by yon heifer's lowing—
And hark! how clear bold chanticleer,
Warmed with the new wine of the year,
Tells all in his lusty crowing!

Joy comes, grief goes, we know not how;
Everything is happy now,
Everything is upward striving;
'Tis as easy now for the heart to be true
As for grass to be green or skies to be blue—
'Tis the natural way of living.

—*John Russell Lowell.*

A Far-Seeing Husband.—A well known business man of Providence, R. I., answered the following advertisement which appeared in a Boston paper, the other day: "A lady, young and refined, who is very unhappy in her home, would like to meet an honorable gentleman who would assist her in establishing her in some profitable business." The address was also given, and a note arranged for a meeting at the Providence depot restaurant in that city. At the hour appointed the gentleman was on hand, but he was paralyzed upon entering the restaurant to discover that the only one present, except, of course, the attendants, was his own wife. The husband put on a bold front and said: "Come, Ida, let's go home, and when you get there, engage in prayer, and thank Heaven that you've got a good husband who can look out for you when you are trying to make a blasted fool of yourself."

—One of our exchanges remarks that most editors are well acquainted with the man "who gets more papers now than he can read," and consequently has no use for his local paper. He takes the *Family Journal*, published in Portland, Me. It contains all the news about the Smuggler's Last Cruise, and while he is storing his mind with such useful information his wife is reading back number almanacs. He is also the same man who wants 15-line local puffs in your paper, "just to fill up you know."

Toronto, July 5.—The *Globe's* London cable says: "At the imperial federation banquet on Saturday night, Lord Rosebery in the chair, while referring to the duty of the imperial government to support colonial interests, said that when the blue books were read respecting the fishery question it would be found that the government had upheld the colonial interests with strength and dignity."

Arichat, July 2.—Two American fishermen, whose names could not be learned, came into port last night, bought bait and skedaddled before morning. American seiners are obtaining fish daily in Chedabucto Bay, getting all the bait they want here unmolested. No cruisers visit our harbor. The Houlett came once, but did not anchor. Strong feelings exist against the Dominion government for not protecting the fisheries more effectually. These daring fishermen from the States do not dread the cruisers more than we dread mosquitoes in February. The existing means of protection are noticeably ineffective.

Shelburne, July 2.—Capt. Quigley, of the cruiser Terror, formally seized the Portland fishing schooner City Point this afternoon and ordered her into the wharf. She will not be stripped until further instructions are received from Ottawa. The United States consular agent here has telegraphed the fact of the seizure to Consul-General Phelan at Halifax, and Captain Keene, of the City Point, has telegraphed the owners.

Later.—This schooner was fined $400.

Birmingham, June 30.—Joseph Chamberlain to-day told a reporter of the Birmingham *Mail* that well-informed friends had informed him there was in existence an Irish plot to murder him. This information, Chamberlain added, had been corroborated by the London police, who had warned him of the plot and informed him that the assassin meant to kill Lord Hartington also. Chamberlain said both himself and Hartington had in consequence permitted themselves to be placed under police protection.

The Suez Canal.—*Washington, June 18.* John Cardwell, Consul at Cairo, Egypt, sends some some particularly interesting figures to the State Department in regard to American commerce during the past year. According to these figures, derived from the records kept at the mouth of the Suez Canal, it is shown that only three American vessels entered Port Said during the year. There are only two other nations so low in the scale, viz., Denmark three and Japan two. England leads the list with 2,730 steamers, then follows France, 293; Germany, 155; Holland, 139; Italy, 109; Austria, 71; Russia, 31; Spain, 26; Norway, 25; Egypt, 15; Turkey, 10 Portugal, 5; Sweden, 4. England sent 4,341,762 tons of freight, while America sent 2,184.

—Sunday Service at St. Paul's Cathedral in celebration of the opening of the fiftieth year of the Queen's reign was a most impressive one. The service was for the benefit more particularly of Colonial and Indian visitors, of whom some 1,000 to 1,200 was present, and of the corporation, who made a state attendance. The sermon was preached by the Rev. Canon H. S. Holland, who happily dwelt upon the strength of the social spirit, especially as manifested in nationality. When, he said, we of the old country had now and again lost touch with the sense of what it was to be Englishmen, our brothers, who had gone to make their homes under other skies, had roused us from the slumber in which the jewel that we held might slip out of the very core of our traditions. Its stories were interwoven with the texture of our memories. It belonged to England as naturally as her leafy lanes; and at the very moment when we were learning to prize it most it was endeared to the very hearts of the people by its present occupant, who through long years had lifted high her name, untouched by any reproach.—*Canada Gazette, June 24.*

Canadian Horses for the British Army.—*Ottawa, June 25.*—Col. Ravenhill of the Royal Artillery; Col. Philips, of the 4th Hussars, and Mr. J. Matthews, veterinary surgeon of the Horse Guards, arrived here, this afternoon, with letters of introduction from Sir Charles Tupper to the Hon. John Carling, Minister of Agriculture. They have come on a mission of considerable importance to Canada. It seems that a good deal of correspondence has taken place between the High Commissioner for Canada and Mr. Carling relative to the purchase of Canadian bred horses for the cavalry, artillery and other services of the British army, and the arrival of these officers of the war Department is the result. They intend to visit the main sections of the Dominion, and at the same time to purchase three or four hundred horses for immediate shipment to England. They will thus ascertain the extent of the supply here, and also provide for a practical test on a large scale of the class of animals available. The annual purchases for the British army in this respect are understood to be very large, and if Canada should become the chief source of supply a very considerable addition will be made to our foreign trade.

A GOLDEN OPINION.

Mrs. Wm. Allan, of Acton, declares that Hagyard's Yellow Oil is the best household remedy in the world for colds, croup, sore throat, burns, scalds, and other painful complaints. Her opinion is well founded.

From Ocean to Ocean.

THE FIRST TRAINS OVER THE CANADIAN PACIFIC RAILWAY.

Montreal, June 28.—Several thousand people among them the leading business men of Montreal, gathered at the Canadian Pacific railway depot this evening to witness the departure of the first through train for Vancouver, the terminus of the road on the Pacific coast. The train was composed of one of the powerful locomotives built in the company's shops here and twelve elegant passenger coaches provided with all the improvements necessary to the comfort of the passengers on their long journey of 2640 miles.

At the time appointed for the departure, 8 p. m., the Mayor gave the signal, and the train rolled away amid the cheers of the vast assemblage. Among those who witnessed the event were United States Consul-General Anderson. The train will reach Vancouver in eight days.

In the first tea ship from Japan, whose cargo will be landed at Vancouver for transportation by the Canadian Pacific. The line is divided into three great divisions, namely, Quebec to Port Arthur at the head of lake Superior, Port Arthur to Donald in the Rocky Mountains, and Donald to Vancouver. The president and general manager returned this morning from a tour of New Brunswick and Nova Scotia, where they have been inspecting the harbors before deciding upon the selection of their winter port. This choice seems to be between Halifax and St. John. The company's short line through Maine will be finished this fall and so will their new bridge over the St. Lawrence at Lachine, near this city. The company's new connection with Minneapolis and St. Paul via Sault, St. Marie, will be completed next year.

The July Century.

Articles of entertainment and of serious timely interest share equally the space of the July *Century*. Among the illustrated papers are a double article on "Cross-Country riding in America."

The frontispiece of the number is a profile portrait of Frank R. Stockton, the famous author of "Rudder Grange," and "The Late Mrs. Null."

As usual the War papers are profusely illustrated, the first of them being a conclusion to the Antietam articles of the previous number and, under the title "In the Wake of Battle," giving a woman's recollections of confederate hospital work at Shepherdstown during Antietam week. Three other papers deal anecdotally with the capture of Orleans. Captain Beverley Kennon, who commanded the Confederate steamer, the "Governor Moore," gives a thrilling description of the fight and loss of his ship; Commander Albert Kautz, then a lieutenant on the "Hartford," describes "Incidents of the Occupation of New Orleans," and Marion A. Baker, then the mayor's private secretary, treats the same subject from a Confederate point of view. In "Memoranda on the Civil War," P. D. Haywood, the author of the striking paper in the April number, "Life on the Alabama," Confederate cruiser, at the request of the editor gives a brief account of his experience afloat and ashore.

"France and Indo-China," by Augustine Heard, deals with the causes and fruits of the recent French war in Asia.

"The Labor Question" is ably treated from the point of view of a Western manufacturer.

Mr. Howell contributes the sixth installment of his new novel, "The Minister's Charge" and the short stories of they number are a humorous negro sketch by H. S. Edwards, entitled "Two Runaways" (illustrated by Kemble), and "Clariborne Kean," by James T. McKay.

The poems of the number are by Charles G. D. Roberts, the late Sydney Lanier and others.

Two of the editorials in "Topics of the Time" deal with the labor question, and one with "Charity organization." In the first Topic a reply is made to Mr. Morris's letter, which appears at the end of Miss Lazarus's paper on the poet-artist's Surrey manufactory. In "Open Letters," President Julius H. Seelye and Professor George P. Fisher contribute to the discussion on "Christian Union," and a member of Parliament writes of "The Character of the new English House of Commons." Century Publishing Company, Union Square, New York, N. Y.

An Important Case.—*The Great Western Insurance Company (Defendants below). Appellants, and James G. Jordan (Plaintiff below). Respondent.* The Supreme Court of the Dominion of Canada, on Tuesday east, delivered judgment in this cause allowing the appeal with costs and setting aside the judgment of the Supreme Court of New Brunswick. The facts of this case, an important one to shipowners and insurance companies, are briefly these: On the 23rd of November, 1882, Mr. James G. Jordan, the plaintiff below, entered into a charter party with The Compress Association of Norfolk, Virginia, for the freighting chartering of his barque, the "Veritas," for a voyage from Norfolk to Liverpool, England, to carry a load of cotton. The barque arrived at the Miramichi on the 25th of November, 1882. She sailed for Norfolk the 29th November, 1882, in pursuance of the terms of the charter party. Owing to the lateness of the season and the rapid formation of ice in the river she was unable to make her way out and remained frozen in the ice until the following spring. In consequence of the delay she lost her freight, and Mr. Jordan, who had effected insurance to the amount of five thousand dollars on her chartered freight in the Great Western Insurance Company of New York, brought an action in the Supreme Court of New Brunswick to recover the amount and interest for total loss of freight by reason of delay. The case came on for trial in the Saint John Circuit Court, on the 30th of August, 1884. A nonsuit was moved on several grounds; principally, however, on the ground that the delay was caused by the natural impediments of the season wholly independent of the perils insured against, and consequently would not furnish the assured grounds for demanding a total loss under a policy on chartered freight. That the close of navigation was the ordinary and invariable course of nature and was not a peril of the sea contemplated by the parties when the insurance was affected. Mr. Justice Wetmore, the presiding Judge nonsuited the plaintiff. From this decision Mr. Jordan appealed to the full court at Fredericton. In Easter Term, 1885, the Supreme Court of New Brunswick set aside the non-suit ordered judgment to be entered for Mr. Jordan for $5,000 and interest with costs of suit, Mr. Justice Wetmore dissented. From this decision the Company appealed to the Supreme Court of Canada. The last named court has now set aside the judgment of the Supreme Court of New Brunswick, thus restoring the non-suit of Mr. Justice Wetmore. C. W. Weldom, Q. C., counsel for Mr. Jordan; Dr. Silas Alward, counsel for the Great Western Insurance Company.

COMPELLED TO YIELD.

Obstinate skin diseases, humors of the blood, eruptions and old sores are cured by Burdock Blood Bitters, which purify and regulate all the secretions.

—The Newburyport Germ says "There is one man in Gloucester who owns a fleet of eighteen fishing schooners. It is only a few years since he was fishing himself and proud when he became 'skipper of a pinkey' that was not worth $500. Now this estate is valued by the hundreds of thousands, accumulated by his own efforts."—[This is another evidence of how the Gloucester fishing "interest has been destroyed" by the Washington treaty.

AFTER TWENTY-THREE YEARS SUFFERING.

Rev. Wm. Stout, of Wiarton, was cured of scrofulous abcess that seventeen doctors could not cure. Burdock Blood Bitters was the only successful remedy. It cures all impurities of the blood.

—Cyrus W. Field the New England speculator is having hard luck. At his country residence he has a large hennery fitted out with the most improved incubators. This spring he purchased $1,000 worth of eggs and hired a man and his wife for $12 per month to nurse and care for the prospective brood. The result was the hatching of seven chickens six of which soon died leaving a solitary chick for Mr. Field to show for all his outlay.

United States Railroad Strikes.

The following from the Boston *Sunday Herald*, will give our readers an idea of the serious character of the railroad strikes of the neighboring republic:—

Chicago, Ill, June 26 1886.— * * * * * A Lake Shore engine in charge of the regular crew, left the round house shortly after 12 o'clock. Two cabooses were attached to it. On each caboose were 15 of town of Lake police and 20 Pinkerton men. The train proceeded at a rate no faster than a walk until it arrived in Englewood, when the officers mounted the cowcatchers of both engines and the train started off at the rate of two miles an hour. A large crowd of the strikers had rushed ahead of the train and set out for Englewood at a dead run. As the train's speed was accelerated the crowd was soon passed and a storm of stones and cinders were thrown into the men on the outside of the engine and cabooses. A cry of rage went up from the throats of the mob as the engines dashed by. Soon a Chicago, Milwaukee & St. Paul engine and one belonging to the Nickel Plate road passed the crowd of strikers. The engines were on their way to the Englewood yards to do some switching for the roads to which they belonged, but as they passed the crowd they were boarded by 100 furious men, who without ceremony took undisputed possession. The engines were at first supposed to have been taken from the Lake Shore round house. Then began one of the most exciting races on record. Faster and faster flew the Lake Shore train and faster and faster came its pursuer. Thirty 40 and then fully 50 miles an hour were covered by the pursued and still the pursuers crept up. Walt Pinkerton jumped to his feet on the hind platform of the last caboose and a revolver flashed in his hand. "Back, back," he cried, but was only answered by cries of derision from the dense crowd, which completely covered the pursuing engine. As it drew nearer, the faces of the strikers could be seen through the dense volumes left behind by the engines of the Lake Shore train as they tore along. The pursuing engine arrived within a few feet of the caboose, when the town of Lake police jumped inside, and closed and locked the door behind them, leaving Walt Pinkerton and three of his men with newspaper reporters on the rear platform. A huge lump of coal sailed through the air, followed by three or four coupling pins, and a Pinkerton man fell headlong from the platform. Crack, crack, went Walt Pinkerton's revolver and a striker fell off the engine. Off they jumped like sheep, with the exception of a dozen men, at the first fire. Possibly the others gave signals to the engineer to go ahead. Another shower of stones, which smashed the windows of the caboose, without doing serious damage to any one on the platform, and more revolver shots, also apparently without effect were fired by the officers, and just then the pursuing engine caught up and coupled on to the Lake Shore train. The striker's engines were reversed, and the coupling pins snapped like so many pieces of glass. The Lake Shore train was stopped just as the engine again approached at a full head of steam and struck the rear caboose a blow that threw the thoroughly frightened policeman to the floor and shivered every pane of glass in the cars. The police left the dangerous ground and held a parley with the strikers, the result of which was that the four engines and two cabooses were pulled back to Root street crossing. Of the cabooses, beside the policeman, were General Freight Agent Blodgett, Supt. Amsden and Yardmaster Jones.

It is stated that three strikers were shot, but besides these there are probably several killed or wounded by falling from the rapidly moving engines. None of the police were injured.

As the Lake Shore train was being pulled back to Forty-first street by the strikers' engines, the crowd along the tracks threw rocks and other missiles through the windows of the cabooses. The persons inside sought refuge under tables and benches and escaped serious injury. The arrival at Forty-first street was hailed with cheers by the great crowd of strikers and their sympathizers who were assembled there. The engine went into the round house, leaving the caboose on the side track.

About 4.30 p. m. another train was made up. A number of Lake police and Pinkerton men, as well as railroad officials mounted it. It steamed slowly down to Englewood, followed by about one thousand strikers. At Englewood the train pulled out fast, and it had not gone beyond Grand crossing when an engine filled with strikers was seen in the distance. The train pulled out faster and faster, but the strikers were gaining on it, but when they had just caught up, their steam went out, and they fell back to the depot at South Chicago, while the train of four freight cars preceeded to its destination. As the cars were passing South Chicago a large crowd of strikers there began throwing stones at the police, who were seated on the car tops. The police fired at this crowd, and it is reported that several men were wounded. When the four cars were reached the strikers yelled like madmen. On the two engines rushed, almost abreast. Soon the engine in the rear of the four cars hitherto of little use, was given a full head of steam, and the cumbersome cars groaned under the pressure put upon them from both extremities. In a short time the freight had left the wild locomotive half a mile behind. When sufficiently in advance the police deposited a detachment of their number, unobserved, at Grand Crossing, to await the pursuing engine. Every pound of steam was crowded on by the strikers, but they had two powerful road locomotives pitted against them. Grand crossing was finally reached, and then a long line of city-bound freight cars were discovered on the same track, down which the pursuing engine was coming at breakneck speed. Hurriedly the men were gotten off and all hands ordered off the train that was standing waiting upon the track, down which the strikers were tearing. If they persisted, a collision would inevitably follow, which meant certain death to all on board. Suddenly the strikers' engine was brought to a standstill just where the detachment of police had been left concealed. Down pounced the officers on the engine like so many wolves. The men saw them coming and jumped and fell off the engine, landing in heaps upon the roadbed. Off they ran down the road over fences and through the marshes. But the cab had been so packed that the driving crew were hemmed in and held until the police had boarded the engine. Jumping into the cab, Capt. Hunt covered the engineer with his revolver. He and five others were thus caught in the cab. The engine was side-tracked and killed. Another engine attached to a Chicago-bound freight train was boarded by the police and started after the strikers, who were fleeing down the road to the city. Down South Chicago avenue a group of 20 were seen to capture a wagon, tear the reins out of the hands of the driver and lash the horses along the road. At this point South Chicago avenue runs parallel with the railroad track, and here another novel race began. This time it was between the engine and the wagon. The horses had a long start, and held out until a mile and a half was covered. During the race the officers fired at the fugitives, and one horse received a wound in the neck and dropped. The men were then chased on foot, but only four were captured. Beside this group, many small parties of strikers scattered through the swamps and were followed by separate squads of police, who used their revolvers freely. It was this shooting that probably gave rise to the report of firing at South Chicago.

The net result of the struggle was one train of freight forwarded to Elghart, and one other train brought into the city. About 25 of the strikers and their friends who gave chase to the outgoing freight, are spending the night in Hyde Park and Englewood jails.

A MIDNIGHT ALARM.

There is scarcely any fright more alarming to a mother than the ominous sound of croup—so liable at the hour of night. When Hagyard's Pectoral Balsam (for the throat and lungs) is at hand, croup and distressing coughs lose half their terrors. It cures coughs, asthma and bronchitis.

Correspondence.

We do not hold ourselves responsible for the opinions of our correspondents.

(*To the Editor of the Monitor.*)

Interprovincial Trade.

Sir,—

On the hustings, during the late election campaign, it was frequently stated that Mr. Fairweather, of St. John, had carefully compiled and undisputed figures to show that our sales anually to the Upper Provinces exceed $10,500,000. A correspondent of your paper has since claimed something near the same, and has also stated that the trade reports show that "we sent to Ontario and Quebec over $6,000,000 worth of goods." If there are any who still labour under this monsterous delusion, it is about time they got rid of it. Mr. C. H. Fairweather, in an address to the St. John Board of Trade, in the spring and winter of 1885, gave a number of statistics which went to show that the whole Maritime Provinces shipped, in 1884, to the Upper Provinces $4,271,333, and in that year bought about $12,000,000. The St. John *Sun*, Halifax *Herald* and Annapolis *Spectator*, with apparent satisfaction, published this splendid showing of sales, amounting to $4,271,333, by the whole Maritime Province to the Upper Provinces. But during the few days prior to the election of 1886, these figures had grown to $10,500,000 and "the party" swallowed the dose. We believe, however, that the gentleman who so frequently used them, unintentionally made a slight mistake of a little over $7,000,000 in his calculations. A short time since the Halifax *Herald* published a list of Mr. Fairweather's items, which made up Nova Scotia's share in this export, which footed up $3,144,675. Neither the *Herald* or has any one attempted to add to this, no, not even to show that we sell to them a $1000 worth of agricultural products. To make ourselves doubly sure, we corresponded with Mr. Fairweather, and as a result the following has been received, under date June 18th, 1886: "I made one statement in the spring of 1885; have exhausted all copies. From what you write, however, I think you have the documents, I have made no other statement than that above alluded to, except that I dissected the exports to assign Nova Scotia's share. I find Nova Scotia's imports from the Upper Provinces, in 1884, were in round figures $7,500,000 and Nova Scotia exports a little over $3,000,000." On the question of our trade reports showing that we send to them over $6,000,000, we received the following from a Halifax paper: 'The trade reports of the Dominion give us no information—with one excepiton of one—on the extent of inter-provincial trade. There is no foundation whatever for the assertion that we send $6,000,000 worth of goods anually to Upper Canada." The "one exception," noted above, has reference to coal exports, which statement may be found in the provincial blue-books. We believe in unrestricted inter-provincial trade, as we believe in unrestricted international commerce. The same set of economic laws must be applied to each, and we cannot do better than use the reasoning of Ruskin, who says: "For it will be discovered in due course of tide and time that international value is regulated just as inter-provincial value is. Coal and hops are exchanged between Northumberland and Kent on absolutely the same principles as iron and wine between Lancaster and Spain. The greater breadth of an arm of the sea increases the cost but does not modify the principle of exchanges, and a bargain within two languages will have no other economic result than a bargain within one. The distance of nations are measured not by seas but by ignorances, and their divisions determined not by dialects but by enmities."

E.

Ward No. 3.

A Curious Coincidence.—Rev. A. W. Nicholson publishes his valedictory in the last issue of the *Hants Journal*. He was the recipient of an appreciative address from the mechanical staff of that paper. The *Journal* publishes the following: When the editor was in charge of the Methodist church in Windsor, some years ago, Dr. Welsh was the Catholic priest of the parish. Eight years after this they were both stationed at the same time in Annapolis. Five years ago, the first man almost we met in Hamilton, Bermuda, was Dr. Welsh. There we spent two pleasant years together as Nova Scotians. The ink on last week's *Journal* was scarcely dry when the respected Father Daley came to our office in astonishment, saying that Dr. Welsh had been appointed by the bishop last week to Spring Hill! Thus four times in succession, without any interval of stations, these two men, have, at the same time occupied the same territory. There is no intention, so far as our knowledge goes, of a design to convert Father Welsh to Methodism, and we are not aware that Archbishop O'Brien pays much heed to the necessities for guardianship which a good priest might supply to a poor parson; but there are powers in the air somewhere that are disposed to yoke the priest and the parson in different ploughs on the same field. Who knows but the great husbandmen may assign them contiguous places in the everlasting fields of the better land! Certainly our faith makes that possible.

Horrible Accident on the I. C. R.—About 4 o'clock Friday morning, when No 5., freight train was approaching Torryburn station a horrible spectacle met the gaze of the driver. A few rods ahead of the locomotive lay a man, close to the rails. The driver at once shut off steam and as soon as the engine stopped he went out to see what had happened. The fact was soon made apparent that an unfortunate man had met with a terrible and untimely death on the rails. The features were those of an Indian. His head and trunk were lying close to the rails and the rest of the body was fearfully mutilated. Both arms and legs were cut off, and large pieces of flesh were scattered about within twenty feet or more from the body. One boot was found in the ditch on the side of the road with a part of the foot in it, and pieces of flesh and bone were to be seen near by. Conductor Kelly, of the night express, which was the next train following, had his train stopped sufficiently long to have the remains removed from the track and covered with brush. He also left a man in charge and when the next out going train from here, reached Torryburn the remains were picked up, placed on board and taken to Rothesay, where, on Friday, an inquest was held. The name of the unfortunate fellow is not known by the railway men, though he has often been in the I. C. R. depot and travelling on the trains between Rothesay and St. John. How the accident occurred can only be conjectured. It is known that the Indian took passage on the freight train which departed from here Thursday between 5 and 6 o'clock, and it is supposed that he was lying on the track in a drunken stupor when the night express passed. The deceased was a a heavy drinker.—*St. John Globe, 30th ult.*

—In a historical sketch of Westport the Yarmouth *Times* says:—

The first white man who settled permanently on the Island was David Welsh, a native of Annapolis County, who visited the place about 1766, and being pleased with its appearance and the abundance of animal life which he found, decided to make it his future home. He was soon followed by Robert and Moses Morrell, who were very fond of hunting and fishing, and who thought this an excellent place in which to indulge in their favorite pastime.

After the Revolutionary war, various families came from the United States and settled in Westport, thus forming quite a settlement. Maurice Haycock, William Bagley, Maurice Peters, and others who settled on the Island at this time, were officers in the British service during the war. Peters was often heard to say, that if he had known how the war was going to terminate, he would not have fought for King George for ten-pence a day.

Brier Island is said to have received its name from Brief Rice, who erected the first house, a rude log cabin, in what is now known as the Bailey field. On the western part of the Island is a place called Pea Jack, so named after Pierre Jacques, an Indian who was shot there many years ago.

How to Drink Water.

[From New Orleans Times.]

The leading medical journal of France has published a pamphlet protesting against the extravagant use of artificial mineral waters, which, it sets forth, do the double damage of chilling the stomach, thus laying the foundation for gastric catarrh, while the limestone held in deposit in the carbonated waters finds its way to the kidneys and eventually produces Bright's disease. The pamphlet also protests against ice water as a provocative of catarrh in the stomach. It further says: "Water should be drank cool, but not iced, with the juice of a quarter or half a lemon in it. Mineral water should also be drank with a dash of lemon. Water should always be swallowed slowly. It is not the stomach which is dry, but the mouth and throat. If you toss off a drink of water you throw it through your mouth and throat into your stomach, without doing the former any good, while you injure the latter by loading it with what it does not require. Drink slowly, and keep the water in your mouth for a moment when you begin. If you work in a hot room in hot weather, tie a damp cloth around your temples, and you will not experience half the craving for drink you otherwise would."

FIVE YEARS OF TORTURE.

Mrs. U. Aston, of Bracebridge, writes to say that Burdock Blood Bitters cured her of headaches, from which she had suffered for five years, all other means having failed.

A CARD.

To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, &c., I will send a recipe that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the Rev. Joseph T. Inman, *Station D., New York City.*

EASILY CURED.

Mrs. Berkinshaw, 26 Pembroke St., Toronto, cured of a bad lameness of the knee joint, upon which the surgeons were about to operate. Other treatment had been tried in vain. Hagyard's Yellow Oil was the remedy used.

Marriages.

Rice—Benson.—At the residence of the bride's father, June 16th, by the Rev. A. Cogswell, Mr. Frederic A. Rice, only son of the late Joseph and Malvenia Rice, to Miss Ada S. Benson only daughter of Mr. Manly Benson, all of Centerville.

Henshaw—Ring.—At Barton, June 9th, by the Rev. A. Cogswell, Mr. James Henshaw, of Clements to Mrs. Wealthy M. Ring, of Barton, Digby Co.—(Digby Courier please copy.)

Gilliatt—Langley.—At Centerville, on the 1st inst., by Rev. W. H. Warren, M. A., Walter Gilliatt, of Granville Centre, to Laura M. Langley, of Centerville.

Charlton—Granger.—At West Acton, Mass., on the 23rd ult., by the Rev. C. L. Rhodes, Mr. Israel M. Charlton, of Falkland Ridge, Annapolis Co., N. S., to Miss Carrie A. Granger, of West Acton, Mass., U. S.

Sweet—Marshall.—In the Baptist church at Bridgetown, on the 29th inst., by the Rev. A. T. Dykeman, brother-in-law of the groom, assisted by the Rev. W. H. Warren, Rev. E. H. Sweet, B. A., pastor of the Baptist church at Ayer, Mass., to Alma S., youngest daughter of Charles L. Marshall, Esq., of Clarence, N. S.

Johns—Burke.—At the residence of the bride's father, on June 30th, by Rev. F. Potter, Mr. James W. Johns to Miss Mary C. Burke, both of Lower Granville, Annapolis Co., N. S.

Dunn—Wheelock.—At Torbrook, June 30th, by the Rev. J. Clark, Charles Edgar Dunn, of Nictaux Falls, to Delilah Lavinia, daughter of Eliakim Wheelock, of Torbrook.

Deaths.

Quirk.—At Bridgetown, on Sunday evening, the 4th inst., after a lingering illness, Georgiana S., beloved wife of Mr. James Quirk, of the firm of Runciman Randolph & Co., in this town, and eldest daughter of the late George Armstrong, D. D., aged 41 years.

She leaves a husband and three daughters. Intelligent, amiable and sympathetic, Mrs. Quirk had many warm friends, and her early departure will be deeply felt throughout the community. She was a member of the Baptist Church in this place.

McGill.—At Lake Pleasant, Annapolis Co., June 28th, of consumption, Edward McGill. A wife and one young child, are left to mourn the loss of a kind husband and father.

Almon.—At Rosebank, June 30th, after a long illness, Elizabeth Lichtenstein, second daughter of the late Judge Ritchie, of Annapolis Royal, and wife of W. J. Almon, M. D., of Halifax.

Banks.—At Torbrook, June 26th, Enon, the youngest child, of Timothy Banks, aged 4 years.

Gates.—At Nictaux, June 28th, Annie L., wife of David Gates, aged 32 years.

New Advertisements.

NEW GOODS!

Just received, a fine assortment of Gent's Ladies' and Misses

BOOTS, SHOES & SLIPPERS,

some lines, new style,

ALL IN ONE PIECE.

the first ever brought into Bridgetown. Also:

New Dress Goods, Cloths.

—AND—

Ready-made CLOTHING.

Likewise, a new lot of

Hardware, Paint Oil, Nails, &c., Cream Butter Crocks, Jars, &c.

—with my usual stock of—

GROCERIES.

Selling lower than ever, Come and try.

W. J. StClair.

STARTLING ANNOUNCEMENT!

NOTWITHSTANDING the exceedingly LOW PRICES, for which the subscriber has the reputation of selling GOODS, of all descriptions, he is prepared to make a still further reduction to CASH BUYERS of

TEN PER CENT,

—on all lines of—

DRY GOODS,
BOOTS & SHOES,
EARTHENWARE AND
CROCKERY, Etc.

of which he he has a full line.

All Wool and Tapestry Carpets,

at actual cost,

Hats, Caps, Room Paper, &c.

included.

Persons wishing READY-MADE CLOTHING and CLOTHS, cannot fail to be suited. Also, on hand for sale very low, Riding Waggons, Harnesses, Etc. Terms easy.

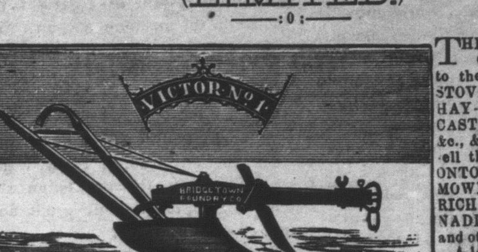
C. S. PHINNEY.

Paradise, June 1st, '86.

New Advertisements. | New Advertisements.

THE BRIDGETOWN FOUNDRY COMPANY!

(LIMITED.)



THE above Foundry Company in addition to their general stock of STOVES, PLOUGHS, HAY-CUTTERS, MILL CASTINGS, TINWARE, &c., &c., are prepared to sell the Celebrated TORONTO and MASSEY MOWER, also the genuine RICHARDSON and CANADIAN BUCKEYE, and other improved Rakes. A large stock of MOWING MACHINE SECTIONS, GUARDS, GUARD PLATES, RIVETS, &c., &c., kept constantly on hand.

Extra prices for Mowers furnished on short notice. All repairs attended to with neatness and despatch. Charges moderate.

W. A. CRAIG, Manager.

MOOSEWOOD

Blood Bitters!

—THE GREAT MEDICINAL TONIC, FOR—

Dyspepsia, Indigestion, Torpid Liver, Bilious Headache, Loss of Appetite, Etc., Etc.,

TRY IT IF YOU WANT TO FEEL RIGHT.

Dr. Cunningham's Improved Emulsion of Cod Liver Oil and Glycerine,

with the HYPOPHOSPHITES of LIME and SODA, is UNQUESTIONABY the FINEST Emulsion in the market. Try it once and you will be convinced.

For sale by Dealers, and Wholesale and Retail by

A. B. CUNNINGHAM, - - - - Annapolis Royal Drug Store

ROOM PAPER

FOR THE MILLION!

NEW DESIGNS!

LATEST STYLES!

AND VERY CHEAP!

—JUST RECEIVED AT—

RUNCIMAN, RANDOLPH & CO'S.

During APRIL, W Offer 750 Yards

Remnants of Dress Goods,

IN LENGTHS FROM 3 TO 12 YARDS, SUITABLE FOR

CHILDREN'S AND LADIES' DRESSES.

SOME CHOICE PATTERNS

—ALL MARKED DOWN AT—

EXTREMELY LOW PRICES TO CLEAR.

REMNANTS of Grey Cottons,

REMNANTS of White Cottons,

REMNANTS of Colored Shirtings.

Bridgetown, N. S., March 31st, 1886.

Hallo! Hallo!

WELL, WHAT IS IT?

Why we want to inform you that we have just received the Largest Stock of

Plated Ware,

ever imported into this town, at one time. We can't describe it, nor can we make you believe that such beautiful

Castors,
Cake Baskets,
Pickle Dishes,
Fruit Dishes,
Butter Dishes,
Napkin Rings,
Spoons, Knives,
Forks, Etc.

at such Prices as we are now Offering them, unless you come and see them yourselves.

We GUARANTEE ALL OUR GOODS

—TO BE—

JUST WHAT WE SELL THEM FOR.

—WE ALSO HAVE A—

—FRESH STOCK OF—

GOLD & SILVER Watches,

RINGS, BROOCHES, EARRINGS, CHARMS,

—AT—

PRICES TO SUIT THE TIMES.

BRIDGETOWN

JEWELRY STORE,

J. E. SANCTON,

PROPRIETOR.

GEORGE WHITMAN,

REAL ESTATE & COMMISSION AGENT,

ANNAPOLIS, N. S.

Reference by Permission.—Dr. D. McN. Parker, M. L. C., Halifax, N. S., T. D. Ruggles, Barrister, Annapolis, N. S.

Every attention given to the purchase and sale of Farms. Descriptions forwarded by Mail on receipt of Postage Stamps. n8ly.

To Rent.

THE house owned and occupied by C. C. Spinney, of Nictaux. Any person desiring the same apply to the subscriber ABNER H. MORSE.

Nictaux, April 19th, '86. 1tf.

THIS PAPER may be found on file at Geo. P. Rowell & Co's Newspaper Advertising Bureau (10 Spruce St.), where advertising contracts may be made for it IN NEW YORK.