WANDERING WILLIE.

It may be permitted us to hope that Hon. William Macdougall, otherwise known as "Wandering Willie," will receive a nomination and election in some grit constituency. He is a man of wide knowledge, and his varied career has provided him with a world of interesting reminiscences. He has had a hand in much of the important legislation of both parties in the past, and has been associated with every Canadian political leader at some time during the last quarter of a century. He has received condemnation and praise from Sir John Macdonald. Blake has called him "an abandoned man," and has commended him Mr. Macdougall has bestowed unlimited commendation on Mr. Mowat, and has declared that the Outario premier was guilty of "the grossest breach of trust ever proven against a public man in this country. The hon, William has had a varied experience in elections. He has been in public life thirty two years, yet with the exception of North Lanark no constituency has re-elected him. North Wentworth refused him in 1854. Waterloo did the same directly afterward. Perth followed suit in 1857. In 1858 North Oxford gave him a chance but in 1863 he was obliged to look else-where. North Ontario took him, but only kept him for a year. North Lanark secured his services and retained them until 1872. East York was invited to elect him in 1875, but declined, and South Simcoe came to the rescue. Fleeing to Halton three years after, he was accepted by that constituency for a term, after which he escaped to Algoma, but was defeated there in 1882, since which time he has been out of parliament. It will be seen that Mr. Macdougall has tempted the fates in ten constituencies though he is now without one. The state ment that he is a very late convert to Blake is not quite correct. In his speech at Toronto last week Mr. Macdougall stated that he had been a candidate in 1882 in opposi-tion to the government. In that election he was defeated by the anug majority of 585.

THE ONTARIO ELECTIONS.

Mr. Mowat has given the political public a surprise by dissolving the legislature and fixing an early date for the elections. He does not agree with his friends, who were recently complaining that Sir John would destroy the Christmas trade by holding an election in December. The Ontario legislature has only held three sessions, and the early dissolution is quite unexpected. There can be no doubt, however, that it is a clever move, for it is quite evident that the government is not gaining strength. Mr. Mowat has got into difficulty with many of his old supporters by his endorsement of the Riel agitation. The temperance vote, formerly at his back, has been in part allenated by the appointment of Scott Act officials and magistrates whose of Scott Act officials and magistrates whose sympathy was against the act, and who are believed to have been rather a hindrance than a help to the enforcement of the law.

Patti made her fame before she was married. She is one of the few great singers who has preserved to have been rather a hindrance than a help to the enforcement of the law. The Massie affair has led to sharp criticism of the government by leading Presbyterian clergymen. Mr. Mowat's opponents are making the most of all such weaknesses. pushing the fight on these and other lines to be the reason of the sudden dissolution.

The Ontario government goes to the country with fair prospects of re-election. The ministers are able politicians. One or two of them are accomplished manipulators of men and interests. There are of men and interests. There are none of the influences useful at election that some member of the cabinet is not above employing. Mowat had a good majority of the late legislature, although the province strongly supported Sir John in the Dominion If he finds himself in a minority in the next house, he will have the satisfaction of knowing that he brought his defeat

A TOO CONSERVATIVE IDEA. The Telegraph does not see the need of

the appointment of a commissioner to procesd to the West Indies in the interests of trade between these colonies and Canada. Our contemporary thinks that any information required could be obtained from the reports of a commission previously sent from British North America to the West Indies IS THE CREATURE THAT SUPPLIES US WITH OUR and South America. If the commission to which the Telegraph refers, had reported on the conditions of trade in 1880, the report would require revision now. But the Telegragh is out a matter of fifteen years. The old West India commission was appointed in 1865. It is not necessary to point out the absurdity of accepting a report twenty-one years old as a satisfactory statement of the conditions affecting trade between two countries. But our readers may be interested in knowing that the commissioners recommended, among other things, the estab-lishment of a line of steamers between St. Thomas, Hallfax and Portland, Maine, an agreement by which postal matter might be forwarded to the West Indies by way of the United States, the establishment of a weekly line of steamers between Montreal and Halifax, and the completion of the Intercolonial railway. Very good suggestions in 1866, but rather out of date now. of date now. The commissioners obtained the formal consent of the governments of several colonies to certain provisions for reciprocal trade, but this consent can scarcely be considered blading on the colonies now. They reported the prices of all classes of goods, duties, port charges, facilities for trade, and possi bilities of commerce. The report is very interesting and instructive, but a West India dealer would be likely to require more modern information if he were making inquiry with a view to business.

MR, PICKFORD of Halifax informed the railway commission that he had shipped Ontario grain from that port during the summer at the rate of 50,000 bushels per month. James A. Chipman said that the fish trade between Halifax and Ontario was improving. George E. Forsyth gave the same testimony.

THE Globe gives the following as the closing portion of Mr. Gregory's letter of acceptance of the York nomination. Mr. Gregory evi-

dently hopes to lift the party up :-"Under the great and independent liberal party of this county I will at the next Dominion election respectfully submit myself to the people as the party leader in the county for acceptance as the county's representative

(Boston Traveller Canada and the Fisheries. INTERVIEW WITH MR. WALLACE GRAHAM, Q C

COUNSUL IN THE D. J. ADAMS, CASE Taking advantage of the presence in Boston of Wallace Graham, Q. C., of Halifax, N. S., who represents the attorney-general of Canada, and is here to be present at the taking of evidence for the case of the schooner D.J. Adams, which was seized by the Canadian authorities some time ago, a Traveller reporter called upon Mr. Graham in order, if possible, to ascertain the state of feeling in Canada with regard to the enforcement of the existing treaties, and to-make some inquiries as to the points at issue between the governments. Mr. Graham's opinions, as he is one of the foremost lawyers opinions, as ne is one or the foremost lawyers of Nova Scotia, and one who has given special attention to the matter, may be regarded as fairly representing Canadian feeling upon the

subject.

The sentiment in Canada for the enforcement of the treaty regulations, said Mr. Graham, is almost universal. The press of the country, with two comparatively unimportant exceptions, is a unit in favor of it.

The feeling is this: that insamuch as the value.

uable fisheries are practically limited, and the Canadian fishermen are handicapped in the American market by a duty of \$2 per barrel on mackerel, the surrender of their fishing grounds would cripple their trade. Were the duty removed, the feeling is that Canadians would be willing to allow the Americans within the three willing to allow the Americans within the three-mile limit, since they can build vessels of as good a quality as the Americans, and employ all the improved methods of fishing.

This year the Canadian fisheries have been a success, in spite of the American duty, be-cause of the difficulties in the way of the Ame-ricans shipping fish to the market and obtain-ing bait.

Contrary to the generally received opinion

the Canadian fisherman is by no means limited to the United States for a market for fish.

The Canadian contention, in a legal point of view, is that the treaty of 1818 admits American Schlere Point of the Canadian Contention of the Canadian Contention of the Canadian Cana can fishing vessels to Canadian harbors for "shelter, repairs, wood and water," and these only; and the United States renounced its right to enter for other purposes, because in the negotiation of the treaty the American commission. ers stipuleted that entrance might be for the purposes of obtaining "shelter, wood, water and balt," but the British Commissioners submitted a counter project, in which the bait stipulation was omitted, and this was adopted by the commission

y the commission.

By the Constitution of the United States a treaty has the force of a law of the land, and with regard to the British Order in Council giving American vessels the right to export goods from British possessions into any foreign untry, which is held by some American lawye to justify the D. J. Adams in entering Annapolishasin for bait and ice - a fact which has been proved by both sides — the order does not appear to have covered the case in point; and an order in council could not repeal a statute then in force relating to foreign vessels.

Under American law the D. J. Adams could not trade, having only license to fish, and although this could not be enforced in Canada, it would be difficult to contend that she had a right to do in a foreign country what she could

Can't Sing and Have Babies.

. Ladies who expect to remain good singers must not expect to have babies. This is well settled. There never was yet a prima donna who sang as well after maternity as before; very few sang as well after marrying as before. little manager. The same is true of Nilsson. Neither had children. Jennie Lind lost her voice when she married and had babies. Clara Louise Kellogg, knowing the risk, concluded not to marry. Nevada, everbody knows, has a baby. The result on her vocal chords has not yet been announced. Further pushing the fight on these and other lines illustration is unnecessary. When a woman gets married and has a baby some of her vocal

The David J. Adams Case

Beston, Nov. 16.—The hearing and taking of depositions in the David J. Adams fishery case was continued today before Commissioner Winslow Warren, at his office, No. 39 Court street. Only two witnesses were examined—
John Brown and Joseph Hanley of St. George,
N. B. It has not been definitely settled
whether or not there will be any further hearwhether or not there will be any further hearing before the commissioner, as the testimony must be presented to the vice-admiralty court in Halifax, N. S., before Nov. 25, as the case comes up for trial at that time in that place. William L. Putnam appears as c. unsel for the United States and Hon Charles Levi Woodham for the owners of the vessel. There was others of the owners of the vessel. There was nothing new developed in the hearing today, and no further testimony will probably be submitted in Boston.

The Hair Seal

SEALSKIN JACKETS.

If I were to ask in any fordinary company what animal it is that furnishes us with our sealskin jackets and cloaks, I should be overwhelmed with information, says a writer in All the Year Round for November. Why, the seal, of course; everybody knows a seal. Those who go down to the sea in ships have seen them go down to the sea in ships have seen them everywhere during their voyages—in twos and threes in hot climates; in large number in temperate, and in myriads in cold and northerly latitudes. Every stay-at-home folk knows something of them. Everybody has seen at least a stuffed specimen in a museum. Nowadays there is plenty of opportunity of seeing one alive, for few aquaria are without one. It feeds on fish, swims divinely, does tricks, does everything but talk; and do not we of a certain age remember a seal that did talk. This is the treature that supplies us with our seal-akins.

akins.

Plausible, but wrong; utterly and completely wrong.
In the first place, the skin of the seal we all In the first place, the skin of the seal we all know so well is good for nothing but tanning. It is the hair seal (phoca vitulina). That which I propose to discourse upon is not one of the phocidæ. This and the sea otter, now very rare, form the genus ctariidæ. Its specific name is caliorhinus ursinus (gray), and there is as much difference between it and the hair seal as between the proverbial chalk and cheese: eal as between the proverbial chalk and cheese; or, to put it more correctly, as between the raccon and the black or the grizzly bear. The popular error on this matter is not to be wondered at. We know—or till just recently have practically known nothing whatever about the fur seal, its birth, parentage education, life and habits. Frequenting, as it does, the most out-of-the-way, dreary, inhospitable regions, it is not surprising that what little we know of it is mixed with fable—derived from cursory, unintelligent observation, and the de ceptive, not to say lying, reports of seamen—that it has been really impossible to get at truth from a scientific point of view.

Testimonial to Wales

WINNIPEG, Nov. 16.—A movement has been started here to present the Prince of Wales with a testimonial for his services in connection with the Colonial exhibition.

His Accounts \$800 Short.

TOBORTO, Nov. 16.—J. Lackaman, city agent of the Canadian Pacific Rauroad, has absounded. His accounts are \$800 short. Pin. kerton detectives are after him.

A SHIP'S OFFICERS.

Duties of a Sailing Vessel's Captain and Mates. The office of a third mate in a large ship

generally an unpleasant one, dispensing the stores being one of his duties, and the men always growling at the quantity as well as the quality of the provisions. In some ships, however, the steward controls the provisions. The third mate commands no watch, but assists the chief mate in his, Like the chief and second mate, he takes no wheel, and besides going aloft to a top sail, he will lend a hand to a topgallantsail or jib. He works about the deck the same as the other seamen. If he is smart at his work the mate gives him a fancy job on the rigging or elsewhere; indeed, it is necessary hat he should, as he is supposed to be the leader of the watch, and for this reason, as much as his comparative youth, some men show a jealous feeling. It is the third mate's duty to walk the poop, or otherwise look after the ship's welfare, while the offi-

SECOND AND FIRST MATES. It is commonly said at sea that a man still keeps his tarry hands by becoming second mate; but in reality this saying applies more to former days, when he was often picked out from the crew by the captain, and expected to turn his hand to anything. Now, although he lends a hand here and there at some little job, yet he would not dip his hands in a tar pot unless specially ordered to do so by the captain or chief mate, showing that although his duty, as well as any other, the practice has died out. In furling a sail the second mate goes aloft with the watch to the courses and topsails, but no higher. He usually has charge of all the boating in the harbor, such as taking the captain ashore, or taking things off; or at sea, where a boat is lowered, in boarding another ship.

Tae chief or first mate is the superintendng officer, and is known aboard ship as the late, par excellence. His duties are very mportant. In taking in cargo, he must give an acknowledgment, called the mate's receipt, for all goods stowed in the hold, and for deficiencies in these he is answerable. When the ship is in port, the chief mate sommands much more than at sea, the captain being the greater part of the time away ashore seeing merchants, shippers, etc. At sea or in port he never goes aloft, neither does he put his hand to any work, excepting when he chooses to give a haul on a rope. It is the chief mate's duty to keep the log book, an exceedingly responsible trust. At the end of each watch the officer enters upon the log slate usually placed in the chief mate's berth, the courses, distance run, the winds and other matters of particular interest. From this slate every twenty-four hours the chief mate copies in the official log book, after submitting it to the captain, who seldom makes an alteration. The mates are always addressed by the captain and crew "Mr." prefixed to the surname and answered with "Sir;" an omission in doing so would, if intentional, be against the rules of the services and would lead to difficulties.

THE CAPTAIN'S AUTHORITY. The captain has supreme authority aboard. even to regulate the hours of work and rest. His word is law. To refuse obedience is mutiny. He can order a man to be put in irons at any moment of the day or night; yet, notwithstanding his power, it is very seldom, fortunately, that events demand its joodge!" enforcement. The sole command in the navigation and working of the ship rests also pains-taking man, who generally hits the with the captain. When he is on deck, the nail on the head in his decisions. weather side of the poop belongs solely to him; the lee side. In wearing, tacking, and in other "all hands" work the captain commands aft, the chief mate forward, and the second mate in the waist. In the ordinary daily work the captain does not superintend personally, but instructs the chief mate, who sees that the work is carried on properly. If the captain should find fault with the way any man may be doing his work, he never addresses him personally, but through the officer of the watch.

Sometimes it happens, much to Jack's disgust, that a steamboat officer is placed in command of his ship, whose want of experience tells severely upon the discipline of the ship in the long run. Steam officers and men are much less fit to ship in sailing vessels than men from the latter to ship in steamers, steamboat officers understanding but indifferently the management of similar ships, and steamboat sailors being generally only capable of cleaning brass or scrubbing paint-work, or any other work under the category of sand and canvas. It is common for sailor to say, half humorously when seized with a temporary fit of disgust with his seafaring life: "Ill knock off the sea and go in a steamboat."—M. C. D. Brooklyn Eagle.

Saved From Flame and Sea.

CREW OF THIRTEEN ESCAPE IN A TEMPEST FROM THEIR BURNING SHIP,

ST. PIERRE, Miq., Nov. 10.—The burning ship that appeared off this island on Monday proves to be the British bark Caspar of Swanses, Captain Roberts. The captain and his crew had a very narrow escape from death. They have reached the island in safety, and their story, as told by Captain Roberts, is as follows:

A CARGO OF LUMBER IN FLAMES. The Caspar sailed from Miramichi, N. B. on the 29th of October, laden with deals, for Swansea. Fire was discovered in the cargo forward on November 7. How it originated, the captain says, he has not the remotest idea. Means were at a cost the remotest idea. Means were at once taken to sup-press it. Holes were bored in the deck and volumes of water were poured through them upon the blazing masses of lumber in the hold. The effort to extinguish the flames was vain. Then every aperture was closed, and as fully as possible all air was excluded from what had now become literally a fur-

nace. Still the fire raged, gaining in volume, to the imminent peril of all on board, THE SHIP CLOTHED WITH FIRE. Finally the flames burst their bounds, eatng their way through the decks and running with great rapidity through the rigging. "They wrapped the ship in splendor wild." She was a mass of flame. To add to the terror of the occasion there was prevailing a southeast gale that tossed the burning vessel about upon the waves that the captain says were mountains high.

SEEKING MERGEY OF THE WAVES. To remain upon the ship was certain death. To leave her in the long boat, the only alternative, was to brave a fate almost as certain. It seemed but turning from the devouring flames to the devouring sea. Captain Roberts had sighted land about twenty miles distant, and it was resolved to trust to the meroy of the waves. Into the long boat went the thirteen men, eager for life and served by their desire to live for an almost hopeless struggle with the angry

A LONG, BRAVE STRUGGLE.

The tiny craft with its living freight was buffeted by the raging seas through twelve long hours. Every moment the men expected to be swamped, but their boat rode the

waves as though conscious of the value of her burden. It seemed almost a miracle that she should live in such a tempest, and there was consciousness of an overruling power in the hearts of the thirteen men whom, in the darkness of the stormy night, she landed safe and well on the shores of Miquelon.

THE FATED SHIP. The effort of the authorities here to save the Caspar by firing cannon shot through her has proved a failure. Five shots pierced her side yesterday, but she still continues to be, like Holy Willie, a burning and a shining

A Rare Old Judge.

A correspondent of the Lewiston, Me,

Tournal writes : While I was visiting Calais, a short time ago, I was advised to go over to St. Stephen and see Judge Crilley and his court. Judge Crilley is a red-faced, bullet headed old Irish scheolmaster, who in some way or other has risen to the position of parish judge, and his look after the ship's welfare, while the officers of the watch are below getting their standard joke along the border.

There is a large sign, as big as a grocer's, over the door of an old store, reading "D. Crilly, Parish Court." The judge sits on a

rude pine settee behind a little desk, surrounded by rows of old-fashioned and spicy little drawers, labelled, "Nutmege," "Cloves," "Cinnamor," "Soda," etc. The judge, himself, and his manners, recalls vividly the old Scotch squires, whose dispensation of justice has been so amusingly described in some of Walter Scott's novels. The judge bends over till his nose almost touches his desk, constantly, laboriously and painfully soratching away with his goose-quilt, for his honor takes down every word spoken by every witness and the testimony goes on at a halting rate necessitated by the forefinger of the court, which compels a witness to stop after he has spoken every sentence till the judge had taken it down. One day a witness testified that he heard a man

call another man a jackass twice in succes-"Howld on, there !" exclaimed the court. "I have put down one jackass. Now am I to put down another."

The judge has no jury, but he generally addresses (to the spectator) a lengthy charge after the lawyers have made their pleas.
Upon a case which had been tried by two Salais lawyers, Judge Crilley commented as

"The larned counsel for the plaintiff has made a very foine [argument, It is a splen-did argument, Indade I think his argument is conanswerable. And the distinguished counsel for the defendant has made an illegant argument, an argument that seems to me very sound. I think it is conanswerable. Indade, gentlemen, I think both of your arguments are conanswerable!"

While the writer was a visitor in court, some of the spectators indulged in laughter, which induced the old judge so exclaim: Silence in the court! The dignity of this court shall be presarved if I have to lock up very moother's son of ye!" Justice Crilley is the original of the oft-told story of the Irish judge who was walking down town with another Irishman of humbler estate and remarked, "Ah, Pat, you would have stayed a long time in the ould country before you could have had the privi-

lege of walking with a joodge."
"Yes, yer honor," said Pat, "and yez would have waited a divil of a long time in the oul country before yes would have been a Judge Crilley is said to be a good-natured,

He Took the Chicken.

PRESUMPTUOUS BOARDER CAUSES A LARGE NEW YORK, Nov. 15 .- A boarding house at No. 59 Ogden street, Newark, is kept by John H. Witten, who also runs a bar, while his wife, who weighs about 250 pounds, has charge of the house. There are eight male boarders, Seven o'clock is the supper hour on Sunday nights. Seven of the boarders were at the table last night, and Mrs. Witten was busy at a side table preparing some water cresses, when a roast chicken was placed on the supper

roast chicken was placed on the supper table. Immediately one of the boarders reached over, and, seizing the fowl, placed it on his plate. Indignant remonstrance arose, but the appropriator of the lonely fowl announced his intention to hold on to it.

These were those additional chickers in the There were three additional chickens in the kitchen ready for the table, but before the landlady could interpose a word, the boarders arcse from their seats, and, seizing knives and crockery, a general fight began, some attacking the man with the fowl and others defend-

ing him,
Mrs. Witten screamed and ran from the house to call her husband, who, with great discretion, remained on guard over the property behind the bar. In the fight the table was overturned and the crockery and food were scattered about and trampled to fragments. A telephone call was sent for the police, who arrived in 15 minutes. All but two of the combatants had left the house. Thomas Campbull house. Thomas Campbell was found with a gash four inches long on his neck, running from his left ear to his windpipe. He was bleeding badly. John Welsh had a bad cut on his head badly. John-Welsh had a bad out on his head from some instrument, both his eyes were closed, and his face had been pounded until it was a mass of bruises and cpts. The other boarders who escaped, were said to be more or less battered. The two men were taken to the 2nd precinct police station in an ambulance, and their wounds were dressed. They were permitted to return to the house. The dining room was a complete wreck, even the table being broken into fragments.

Horrors of Hydrophobia.

DEATH OF A GIRL WHO WAS BITTEN BY A NEW-

CHICAGO, Ill., Nov. 15.-Daisy Airick, 16 years old, residing with W. H. Daniels at the corner of Fifty-seventh and La Salle streets, died yesterday, after 24 hours writhing in all the horrors of hydrophobia. She was bitten 27 days ago by a Newfoundland dog, but was supposed to have entirely recovered from the effects. Last evening she went into a continuenects. Last evening she went into a continuous series of spasms, and developed a fearful thirst, coupled with an indescribable aversion to water. Chieroform in extravagant quantities afforded no relief. The doctors pronounced the case hopeless, and she continued in agony, and was conscious to the last.

A. J. P. Who Made Whiskey. DISCOVERY OF TWO ILLICIT STILLS IN THE WILDS

QUEBEC, Nov. 15.-Two inland revenue officers have just returned to Quebec from the cers have just returned to Quebec from the arduous journey over the mountains and sea shore from Maine to Mount Louis, driving after leaving the Intercolonial at St. Flavie, 240 miles, and walking over 70. At Mount Louis they seized two stills from which coarse whiskey was distilled and retailed at \$5 a gallon to fishermen on the coast. Both offenders are well-to-do farmers, and one is a justice of the peace.

The Alta California gives this description of a San Francisco Sunday: "O'Donnell and his crowd at one end of the Sand Lots, the Salvation Army at the other; Sell's circus and abase ball game going on in front, while an itinerant preacher holds forth in the middle, from the text: "And Jesus looked down upon the city and wept."

THE WINTER PORT.

Views of the Montreal Merchants Elicited by the "Star's" Enterprise.

CANATA FOR THE CANADIANS WILL FINALLY PREVAIL.

(Special despatch to the Hallfax Herald) MONTREAL, Nov. 15 -The Star this evening published interviews with leading Montreal shippers on the winter port question. Hugh McLannan believed that the government should not give any contract until the Short Line was completed, and then a winter Canadian port as accessible as Portland could be had; and no subsidy should be given except to the line maksubsidy should be given except to the line making their winter terminus in Canada. M. H. Gaul, M. P., believed that business and trade would seek Portland as the nearest outlet. B. J. Coghlin believed that any government would be wanting in the first duty to themselves as Canadians, taking into consideration the vast expenditure on the C. P. R. and the I. C. R., if they did not develop and maintain a fast mail service to Great Britain. The government would be justified in granting an extra subsidy for the winter poit, as otherwise the subsidy for the winter port, as otherwise the subsidy for the winter port, as otherwise the vast expenditure made in this connection would be sacrificed unless a direct mail service was maintained. In answer to the question, "do you think Halifax can be made the point in preference to Portland? Mr. Coughlir eplied "as far as the government is concerned and their obligation to the public in connection with the mail steamers and the granting of subsidies for the carrying of mails between Great Britain and Canada, the terminus in my opinion should be absolutely fixed and some Canadian port made the terminus irrespective of cost, having in view the patriotic sacrifices Canada has already made to develop the great highway between Europe and the east." Mr. Coughbetween Europe and the east." Mr. Cough-lin's views are particularly worthy of attention as he is agent of one of the largest trans-At-lantic lines. Mr. Munderloh, the German consul and agent of the Hanse line, said that under the contract of his line with the Canadian government they accepted all goods for Canada, landing them at Halifax; but that the business at that port would not warrant any steamship line making that their terminus, unless an enormous bonus was granted. His steamers have the privilege of calling at American ports, and thus make up a full cargo. In can ports, and thus make up a run cargo. In this way constant communication with Halifax is kept up, and it is to be hoped that Halifax trade may in time be built up.

that Halifax trade may in time be built up. Goods come over our line now which formerly came via New York and other American ports, so some business can be built up by the way of Halifax." Others interviewed were of opinion that Halifax would never usurp Portland as the winter port. The Star editorially commenting on the statements, says, that when the Short Line is completed it will take 23 hours from Montreal to Halifax, 15 to St. John and a little less than $\frac{3}{2}$ Halifax, 15 to St. John and a little less than 91 to Portland, so that the journey to Portland will be $13\frac{1}{2}$ shorter than to Halifax and $5\frac{1}{2}$ than will be 152 snorter than to Hallfax and 52 than to St. John, but as the mail teamers must call at Hallfax, and it takes about 24 hours for the journey from Portland to Hallfax, it will thus be seen that in time Hallfax has the advantage. tage. Then Halifax has a better natural hartage. Then Halifax has a better natural harbox, and the British naval officers have pronounced its site for the dry dock the finest in America. One of the essentials of an ocean port is cheap coal. Halifax has coal in limitless quantities close at hand, while Portland must haul its coal of the manufacture Portland must have the coal coal. all the way from Pennsylvania, or import from Nova Scotia and pay duty. If Halifax is the winter terminus of the C. P. R., freight would go there. So far as local freight is concerned either Halifax or St. John would probably supply more than Portland, as each of those Canadian cities has a larger population than Portland and the area tributary to them is much greater. Maine is in an unprogressive state. The population has not increased nearly so fast of late years as that of New Brunswick, and those of Nova Scotia. Maine has nothing that the maritime provinces cannot produce, while the latter have an abundance of coal, which Maine has not, and the fishery interests of the provinces are far more valuable. Consequently the probabilities are that more freight will be obtained with Halifax than with Portland as

he terminus. ST. ANDREWS.

Seizure of Four Yankee Vessels for Violating the Customs Laws.

BACKING UP ST. JOHN AS AGAINST PORTLAND, MAINE - A BRUTAL ASSAULT,

ST. ANDREWS, Nov. 16.—The Dominion ruiser, Gen. Middleton, arrived here today. On Friday last she seized in East Quoddy river four Eastport fishing vessels, a schooner and four Eastport fishing vessels, a schooner and three sloop-rigged boats for violation of the customs regulations. The fact of the seizure tration.—Bangor Whig, 16th. customs regulations. The fact of the seizure was by Capt. McLean wired to Ottawa, who received orders to release the boats upon their owners depositing \$20 for each boat. The deosits were made and the boats released. St. Andrews is in accord with St. John on the winter port question and will if required give decided expression thereof. The objec-tionable advertisement calling for tenders in which Portland, Me., was made the terminal stopping place for mail steamer subsidized by anadian money having been withdrawn, it is not deemed necessary at present to take action.

About six o'clock last evening as the wife of John Burton, a baker, was proceeding from her residence on Water street to that of her son on Frederick street, she was attacked on the corner of Queen and Frederick street by a drunken man, who knocked her down with blows of his man, who knocked her down with blows of his fists and kicked her about the body. He then knelt on her prostrate form, pounding it both with fists and knees. Mrs. Burton struggled hard to escape from her murderous assailant, and cried murder several times. The night being dark, cold and stormy and it being supper hour the streets were deserted and her cries were not heard. She finally made her escape and succeeded in reaching her home, about two hundred yards from the scene of the outrage. She surprised the members of her family by her appearance, being hattess and her hair all in dis-

appearance, being hattess and her hair all in disorder. On entering the houseshe swooned away, order. On entering the houseshe swooned away, consequently some minutes had elapsed before she was able to explain what had befallen her. Search was made for her hat and shawl, which together with the hat of her assailant were found on the scene of the outrage. The owner of the hat is known as Graham, a painter, whom, it is said, Mr. Burton will prosecute. It is to be hoped that such an example will be made of him as shall forever deter any one from repeating such a dastardly act.

rom repeating such a dastardly act.

New Brunswick AT THE COLONIAL AND INDIAN EXHIBITION.

inst. refers in complimentary terms to the New Brunswick school exhibit. It says:-The map-drawing shown on the walls has been especially admired, and it is indeed of a high standard, when one bears in mind that it represents memory, and not copying work. Equally satisfactory is the method pursued with the drawings displayed on the walls, in that they are worked from natural objects, and not from lithographs. Photographs are also or five years, and this is the third fata that they are worked from Batural 00]90ts, and not from lithographs. Photographs are also shown of school houses and of class rooms, including the more important schools of St. John and Carleton, Portland, Fredericton and St. Stephen.

"Free and unsectarian" is the guiding principle of the New Brunswick schools, and that the province is proud of the fact, may be judged by the prominence given to these words in connection with the present exhibit. In its principles the New Brunswick public school system must be termed one of the most perfect to be found in any part of America if not of Europe. As far back as 1802, the good work was begun by an Act of George III. "for aiding and encouraging parish schools."

There is, however, one department in which, considering its peculiar needs, the province, like some of its neighboring provinces, seems

as yet in a marked sense deficient—i. e, in technical education. John C. Miles. R.A.C.A., is doubtless working in this direction in his academy of art and free night school in St. John; but much more extended effort is needed, and one cannot but hope that so necessary an addendum will soon be made to the public school system of the province.

PRESERVED AND CANNED FISH.

We now come to the important class of meat and fish and various food preparations. Many of these goods have already a large place in the export trade of Canada. Indeed, it is probable that in few classes of Canadian goods shown at the exhibition have more sales been effected than in this. The canned meats, fish and vegetables, etc., have attracted particular attention, and samples have been freely given with a view to the extension of existing trade. A market has already been found here for British Columbia salmon, of which exhibits are made by the Alert Bay Canning Company, Ewen & Co., Gregory & Co., J.H. Todd & Son, Turner, Beeton & Co., and Welch, Rithet & Co. Some demand has also arisen for canned clams, such as come from various British Columbia canneries; and for Atlantic salmon and lobster such as are exhibited by Messre, Forrage & Co. Helite M. PRESERVED AND CANNED FISH, Messrs. Forrest & Co. of Halifax, Messrs. J. B. Hamblen & Co. of Pictou, R. B. Noble of B. Hamblen & Co. of Pictou, R. B. Noble of Richibucto, New Brunswick, and several Prince Edward Island dealers. A market has also, it is thought, been found here for the boneless cod, exhibited by Messrs, Harding & Hatheway, and Leonard Bros. of St. John, New Brunswick, and F. W. Hart of Halifax, Small quantities of the fish in this state have been successfully sent over by parcel post as a test, and there is believed to be reason to anticipate some continued sale to English consum. cipate some continued sale to English consum-ers. The article was first introduced to this market by the fisheries exhibition of 1883, but the exportation from Canada has not, it would the exportation from Canada has not, it would seem, been kept up since that time. The demand for Canadian pickled fish is found to be small here, though certain grades of mackerel from Prince Edward Island have been greatly admired. English people are found, however, to prefer fresh fish, and there can be little doubt that, if the experiments now contemplated by C. W. Gauthier of Sandwich, Ontario, among others interested, should prove templated by U. W. Gauthier of Sandwich, Ontario, among others interested, should prove that exportation of fresh fish, in refrigerators, is possible, a considerable trade may be anticipated. Canadian fishermen can, it is thought, place their fish upon this market at large place their fish upon this market at lo prices than those now ruling here, even taking into consideration the cost of freight, CANNED GOODS,

For canned meats, poultry, etc., from Canada there has been a large demand. The goods of the Aylmer Canning Company would seem n particular to have imet with favor among in particular to have met with favor among English consumers, while among other exhibitors are William Clark of Montreal, the Golden Crown Packing Company of Halifax, and Messrs. Hoegg & Co. of Fredericton. Canadian hams and bacon are now being sold well in the Colonial market, Reference should also be made to the condensed milk and english exhibited by the Truro (Nova Scotie) Condensed Milk and Canning Company, and by D. J. Young, also of Truro, It seems that the Canadian condensed milk cannot compete in the English market with the price of the Anglo-Swiss varieties, though it is declared superior in quality. [Swiss condensed milk is condensed milk is cold in J. [Swiss condensed milk in J. [Swiss condensed milk is cold in J. [Swiss condensed milk in J. [Swiss condensed milk is cold in J. [Swiss condensed milk in J. [Swiss condensed milk is cold in J. [Swiss condensed milk is cold in J. [Swiss condensed milk in J. [Swiss condensed milk is cold in J. [Swiss condensed milk is cold in J. [Swiss condensed milk in J. [J. [Swiss condensed milk in J. [J. [Swiss condensed milk in J. [J it is declared superior in quality. [Swiss condensed milk is sold in London at nine cents a can.] A better market is thus found in Can. ada itself than here. In regard to condensed coffee, it is curious to note that coming under the definition of "adulterated coffee," this article is prohibited in England. Its importation is anticle forbidden thereby it is not tion is entirely forbidden, though it is pronounced as making an excellent and wholesome dripk. It is hoped, however, to find a market for it in India and Australia, by sending it in bond through London, until such time as the steamship connections of the Canadian Pacific Railway on the Pacific coast allow of its direct hipment to the east.

Collector Nutt of Eastport Removed.

The announcement is made from Washing ton this morning that Gen. S. D. Leavitt has been appointed collector of the Passams quody district in place of Hon. N. B. Nutt, removed. There has been a hot contest over this appoint. ment between the Leavitt men on the one hand and the Burns men on the other. Factional feeling ran very high for a time and it was only by admitting two sets of delegates from Calais to the floor of the last Democratic State Convention that the contest was prevented from striking a spark on that occasion that would have resulted in a disastrous explosion. The Leavitt men have now been anccessful and it is not not have now been successful and it likely that the appointment will widen the breach. There was, of course, no reason for the removal of Collector Nutt other than the fact that his office was wanted for a Democrat. He has been a most efficient and faithful official, enjoying the confidence and esteem of men of all parties, and real civil service reform would have retained his services at least until

A Ton and a Half of Dynamite.

THE NOISE OF ITS EXPLOSION HEARD TWENTY MILES AWAY-ONE MAN KILLED

Dover, N. J., Nov. 9. - A loud report followed by a concussion that made the buildings here shake and caused their occupants to run into the streets, occurred at 21 o'clock this afternoon. Yet the cause was really eight miles away at Lake Hopatoong, amid the dynamite works of the American Forcite Powder Company. One of their mixing houses had been blown to atoms by an explosion of 3,000 pounds of nitroglycerine. Eight men were working in this building before the explosion occurred, when one of them accidentally notice a flame in the mixing pan in which the nitro-glycerine is used with the compound that absorbs it. He at once called to his companions to run, which they did, but they had not got far from the building whan the ton and a half of nitro-glycerine in the storage tank exploded with a force that reduced the building to splinters as fine as matches, and wrecked several other buildings near by. David Hammell, the last of the fiscing men, was killed when he was about fifty feet away from the building. His body was badly torn. George Herens, another of the fiscing men, was cut by the flying debris, but not seriously hurt. John Rogers, who worked in a building. Two other men were alse wounded, but not seriously. When the explosion occurred the men in the Dope mill left their work to go to the scene of the disaster, but neglected to stop the machinery of the mill. miles away at Lake Hopatcong, amid the dynawork to go to the scene of the disaster, but neglected to stop the machinery of the mill. As the result an explosion occurred in this mill also during their absence, and blew it and an adjoining building to pieces, but as the work. nen were all out no one was injured. The Lenden Canadian Gazette of the 4th second explosion was also distinctly heard and felt in Dover, creating considerable excitement. The first explosion was heard twenty miles away. Hammell, the man who w Guards were posted on the roads and paths of the company's land with orders to keep everybody off and to say nothing about the explosion. plosion.

The Forcite Company has manufactured a

form of dynamite at Lake | Hopateong for four or five years, and this is the thirl fatal explosion that has occurred. The works of the company are scattered over a square m pany are scattered over a square mile of land, and are among the largest devoted to the manu-facture of high explosives in this country. Hector de Castro of this city is the president and founder of the company.

The Beston and Maine Railroad.

Boston, Nov. 15 .- The annual financial exhibit of the Boston and Maine railroad, shows a total income of \$7,543,691 against \$6,514,559 in 1885, and a net income of \$2,786,391 as compared with \$2,341,890 in any previous year and a surplus of \$105,000 against \$140,000 last year. The expenses increased \$100,000 and the rentals over \$400,000, while the interest accounts

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By the Rev. Pl Preached at th

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