

time. During the month 29 small awards were paid for saving life, amounting to £5 6s. 6d.—Liverpool Mercury, Oct. 5.

Death of Labor.

Our Paris correspondent mentions that there is a great lack of first-class workmen in that city, and that work was in consequence, going to London. A gentleman recently from London tells us that employers of first-class skill were seriously complaining that, through lack of hands, work was passing them and going to Paris. This same dearth of able workmen seems to be found more or less everywhere. New York has certainly more to complain of than we in Montreal have. Even here an advertisement for a competent mechanic is hardly even answered, which, a year or two ago, would have brought a bushel of replies. When the cost of the necessities of life increases rapidly we are apt to attribute it to the increased abundance of gold and silver. This, however, can in no way account for the lack of men to do the work which the world requires. The deficiency of skilled artisans must be accounted for by one of three reasons: it must be brought about by the rapid increase of enterprise augmenting the demand, or by the smaller amount of work done by the individual laborer, or by a smaller number of persons entering the several trades. At the present time every one of these causes seems to be in operation. The first is an exceedingly healthy one, and to be rejoiced in by all. The second has its bright side, for all will rejoice when the laboring man, who at one time had to toil, as it were, day and night, has leisure for relaxation and self-improvement.

The third of these causes, arising from a partial monopoly maintained by the workmen in a trade keeping apprentices out of it, bodes no good. The fact that while a limited number of men are rejoicing in more work than they can possibly accomplish, there are starving multitudes shut out from these useful modes of procuring a livelihood, can have its origin only in selfishness. That tradesmen by thus establishing monopolies do temporarily secure to themselves a greater money return for their labor, none can question; but at the same time, their conduct breeds nothing but damage to their trade, as must be evident to every one who observes to how great an extent demand depends upon cheapness of supply. The present age is the golden one for handicraftsmen of all kinds. Mechanics now have wages sufficient to maintain them in positions which, in former ages, were the monopoly of the few, and are just as unwilling in many cases to share those blessings with those below them, as the aristocrats of a bygone time. It is thought, too, by some that the handicraftsmen of to-day, with all the additional advantages of the 19th century, is not a better trained or better educated man than his predecessor of a century ago. It would be far better if men endeavored to maintain their positions amongst their fellows by giving themselves up to the earnest study of all that can contribute to their efficiency as workmen, instead of adopting means to hinder others from entering into healthy competition with them.—Montreal Witness.

Elimination of Alcohol.

An interesting and important investigation has been carried out by Dr. Dupre, the lecturer on chemistry at the Westminster Hospital, London, to determine what becomes of alcohol when taken into the system, and the results have been recently laid before the Royal Society. Three views have been held as to what becomes of alcohol when taken into the body. Some have held that all the alcohol which enters the blood is oxidized, and that none of it is excreted from the body in the form in which it was taken in, namely as alcohol. Others believe that part of the alcohol taken into the body is oxidized, and that part is eliminated in an unchanged form without undergoing any alteration. Others, lastly, who hold that alcohol is merely what is ordinarily understood by the term "poison," believe that alcohol, when taken into the system, is incapable of undergoing any change, but that the whole of it is eliminated in the same form as it entered. If the last view be assumed to be the case, it is absolutely certain, that if a certain quantity of alcohol be taken every day for any length of time, a point must soon be reached at which the amount of alcohol eliminated per diem must exactly equal the amount taken in the same time. Otherwise an accumulation of alcohol must take place within the system, and this accumulation would constantly become greater and greater—a view altogether inconsistent with well established physiological facts. Dr. Dupre's experiments were chiefly directed to the settlement of this point, and they appear to have been well conceived and well executed. The results may be summed up as follows:—When alcohol forms a portion of the ordinary diet on successive days, there is no increase of the alcohol eliminated each day. This shows that all the alcohol which is daily taken into the body is disposed of in some way or another; and as it certainly is not eliminated as alcohol, it must be employed, or metamorphosed, or destroyed within the system. After alcohol has been taken into the body, it commences to be excreted and the process of elimination goes on for a period varying from nine to twenty-four hours, when it ceases altogether. Lastly, the total amount of alcohol eliminated by all the excretory organs is only a minute fraction of the total amount taken into the body. It may, therefore, be regarded as certain that those are in error who hold that alcohol merely passes through the body unchanged. On the contrary, it is thus seen that the larger proportion of the alcohol taken into the system undergoes certain changes, almost certainly of the nature of oxidation, so that it ultimately leaves the body in a form different to that in which it entered it.

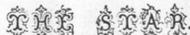
Struck by a Sea.

A Philadelphia gentleman, an old traveler, has furnished to the New York Nautical Gazette an interesting narrative of a voyage from Liverpool to New York, on board the steam-ship Republic, in the earlier part of the year. In the course of his story he says—"The storm increased until nine o'clock the next day, when we were struck on the port side by a sea. I had many times talked of being 'struck by a sea', just as of shipping a wave, but from that moment, and henceforward for the remainder of my life, I received a new impression of what this term means. Without such experience I have thought of water as a yielding element—something that would rise and dash across a ship: but it had never entered my mind that to be struck was like having tons of solid matter hurled against the ship like the ball from a canon. As I said, we were struck from the port side, amidships opposite the main saloon; along this side on the sofas, were seated about one-half the passengers then in the saloon, say eight to ten. The plating at this point is about seven eighths of an inch thick, and notwithstanding this side was struck with a force that the passengers were knocked from their seats like cork balls. My friend Mr. Rogers, of Cincinnati, was 'projected' over the top of the port dining table and under the central one, receiving a severe contusion on his head and a serious injury in his right leg. The dead lights were forced in, and a flood of water followed the passengers across the saloon. I happened to be on the other side at the time, and seeing that the side was not actually stove in, I went to the assistance of the chief steward, a brave determined man, and tried with him to secure the dead lights by putting down the safety shields; we succeeded, except in one, where the frame was crushed and bent." The frames are about one inch thick, one-and-half inch wide, with slotted bolt lugs two inches wide, and these lugs were bent like hooks. A strong man could not, with a sledge, have struck a blow that would have had the same effect. This was being struck by a sea. As soon as the excitement in a degree abated I went to the top of the companion-way, and could not, after a warning from the officers, resist the temptation of thrusting my head through the shattered door to see what I could of the effects on the ship. That one glance was enough: the rail was gone, boats were strewn over the deck in splinters, the davits, five inches diameter, were wrenched from their sockets, and swinging over the side. The course had been changed a little, so as to bring the weather on the starboard side, or else no one could have ventured to make even so hasty a reconnaissance; while up there I learned of a new horror—that the engine skylights were stove in and the seas were breaking into the engine room. It was determined to tarpaulin the engine hatch, and Captain Williams, with some half a dozen of the miserable sailors, went out on the deck. Fixing life lines for safety and retreat, they made their way forward and secured a heavy tarpaulin, which was dragged back and, fortunately, was secured over the hatch, and the men, except Captain Williams, safely housed before we were again struck. Just as he had completed his dangerous task a sea went over, catching him and carrying him against the funnel stay and then against the funnel itself; he dropped down apparently a lifeless mass, and the men, who esteemed him for his brave y, went to his rescue, and, after waiting their chances between seas for some ten minutes, got him into the companion-way, and carried him downstairs to the main saloon. I had never seen such a sight before, and hope I never shall again. It was another proof of the force of the sea, a further explanation of the meaning of 'being struck'; the man was literally crushed; the blood flowing from his ears, mouth, and nostrils, his ribs crushed on one side. A powerful man, weighing over 200 lbs, crushed like an insect by the sea! This cast a new gloom over the passengers, while the hurricane increased. The seamen hid in the stokehole and elsewhere; strong men, used to storms and dangers, gave up hope, it appeared as if everything was swept from the decks. The wind no longer conveyed an idea of moving air, but of a moving solid, that swept all before it. Through that dreadful night that succeeded no one slept; the sea broke over the saloon decks, and the water came down the companion way in tons; the stewards bailed, and attempted to keep it out of the Saloon, but could not. The skylights over the staterooms, were in several places stove in, and in one case a room occupied by two ladies was filled to a depth of several feet. One lady went into hysterics and required several men to hold her. At seven o'clock in the morning we were again struck by a sea on the port bow. It seemed as if the whole forward part of the ship had been torn away. She, apparently, offered no more resistance to this terrific power than would a pasteboard box. We could not realize that the hull was twisted, and that the whole structure had passed through what can be best termed a convulsion. This was the most severe shock of all, and had it, like the former one, been abreast the saloon, the effect would have been more terrible still. This was the last heavy stroke we experienced. The glass went up, and 24 hours later we could go on the saloon deck to see the devastation around us. It was terrific. But one boat out of eight was left, and it was stove. The fragments of the rest were lodged about the deck, but none so large that a man could not handle them. The funnelstays were parted from the deck, and nearly the whole of the railing was lost or hanging over the sides; and strangest of all, and to me the greatest evidence of the force of the sea, the mizen boom, of hard pine, 12 inches in diameter, was crushed as though it were a reed. Nothing but water could have struck it, and, considering the elasticity

of the beam and its attachments, with its capacity of resisting transverse strain, it was hard, indeed, to conceive that it was broken by the sea; but we were no longer sceptical."

Progress in Chicago.

It is now about one year since the great fire in Chicago. The city is nearly rebuilt again. A correspondent writes: "It is scarcely credible, but it is true nevertheless, that so far as the south division is concerned, including almost the entire business centre of the city, Chicago is already almost rebuilt, and with a class of structures every way superior to those which were swept away in October last. Block after block, street after street of warehouses have arisen, and continue to arise as by magic, any one of which would be the boast of any city second to New York. Where does the money come from? one cannot help asking as he threads his way through a forest of derricks, each one of which is lifting an elastic, borate and costly structure into its place. Chicago has not capital enough for such outlay. The money, however, is easily obtained. Indeed, it comes here by millions seeking investment, and not a million of it, if we are rightly informed, from Europe, the higher rate of interest tempting the capitalists of the old world to open offices for loan on our heap of ashes.



HARBOR GRACE, NOVEMBER 5, 1872.

THE Fall Term of the Northern Circuit Court was opened here on Saturday, by the Hon. Judge Robinson.

WE take the subjoined from the "Gazette" of the 29th ult.:

TORONTO, October 11th, 1872.

Sir,—I have the honor to acknowledge with thanks the receipt of your letter of the 25th of September, transmitting a copy of the official Gazette, containing copy of an address which was presented to you on the occasion of the opening of an Exhibition at St. John's, Newfoundland. It gives me great pleasure to learn that the Exhibition has been a success, and I look forward to the results that will arise from it, and especially to the encouragement which it will afford to the material and social prosperity of Newfoundland, by the advancement of the Arts and Sciences in that important colony. I have the honor to be, Sir, Your Excellency's most obedient, Humble Servant, DUFFERRIN. His Excellency the Governor of Newfoundland, &c., &c., &c.

By Authority.—His Excellency the Governor has directed the publication of the following Resolution passed at a meeting of the Board of Health, and confirmed by the Government. "Resolved,—That all vessels from Boston be placed on Quarantine, and inspected by one of the Health Officers." Secretary's Office, St. John's 25th Oct, 1872.

His Excellency the Governor in Council has been pleased to appoint Mr. Joseph Samson, (Flat Island), to be a Member of the Road Board at Salvage, in the room of Moses Davis, left the District; and the Rev. William Veitch, to be a Member of the Road Board at King's Cove, in the room of the Very Rev. John Walsh, left that division of the District of Bonavista Bay; and Messrs. William Walker, Thos. Hobbs, and Samuel Coffin, to be additional Members of the Keels and Tickle Cove Road Board. Secretary's Office, St. John's, Oct. 29th, 1872.

THEATRICAL.

WE are requested to announce that no performance will be held at the British Hall to-morrow evening. On Thursday an entirely new programme will be presented. The Company, we are informed, intends re-opening at St. John's next week. They will, however, give a series of first-class performances previous to their departure for the Metropolis.

EFFECT OF COLORS UPON HEALTH.—A correspondent of "The Builder" states that he had occasion for several years to examine rooms occupied by young women for manufacturing purposes, and he has observed that while the workers in one room would be very cheerful and healthy, the occupants of a similar room, who were employed on the same kind of business, were all inclined to be melancholy, and complained of a pain in the forehead and eyes and were often ill and unable to work. The only difference he could discover in the rooms was that the one occupied by the healthy workers was wholly whitewashed, and that occupied by the melancholy workers was colored with yellow ochre. As soon as the difference struck him he had the yellow ochre washed off the walls and then whitened. At once an improvement took place in the health and spirits of the occupants.

THE Senatus Academicus of the University of Edinburgh, have formally appealed against the decision of Lord Gifford, allowing ladies the privileges of ordinary students in the University.



Late Despatches.

LONDON, Oct. 30. Cholera is making serious ravages in Buda, the capital of Hungary. Ninety-four cases reported, of which twenty-seven have proved fatal. Among the cases are those of twenty-nine soldiers who were stricken ill simultaneously, and of whom five have died.

LONDON, 31. Consols 92 7-8; Breadstuffs firm. Weather rainy. To-morrow is the regular settling day of the Bank of England, and consequently no business will be transacted in change.

Despatches from Turin, report no abatement in the floods caused by the overflow of the river Po. Over 4,000 are at work day and night, erecting barricades to avert the water. The damage done to property and crops in the provinces of Mantua and Ferrara, are beyond calculation. In Ferrara alone 10,000 persons are homeless. Assistance is being forwarded from all points to the suffering people.

BERLIN, 31. The Upper House of the Prussian Diet has rejected the country Reform Bill by a vote of 145 to 18, this was done in the face of a threat from the minister of the Interior, that if the measure was defeated the Government would dissolve the Diet and convoke a new one.

NEW YORK, 31. The steamship "Missouri" Captain Curtis, which left New York, Oct. 17th, for Havana and Nassau, was burned off Abaco on the 22nd. Over 80 lives were lost. The news was received by the steamship "Anna" just arrived at Key West from Nassau. Only 12 persons are known to be saved. The "Missouri" had 34 passengers and a crew of 59 men. The fire was discovered about 9 a.m., in the pantry, and suddenly burst in volumes of flames amidships, spreading rapidly over the ship. The boats were launched immediately, and all but one swamped at once. Those who remained on board the burning vessel were compelled on account of the flame to jump into the sea. Those saved landed in one of the boats on Abaco, at 6 p.m., on the evening of the 22nd, and were taken from there in a small schooner to Nassau. The catastrophe occurred during a heavy gale.

The horse distemper continues to show abatement, but business is seriously incommoded. Gold 112 1-2. Exchange 10-1-8. Latest. LONDON, 31. (eve). A letter from on board the British sloop of war "Spearwater" reports that Lieutenant Moore, and gunner Mahoney of that vessel, on the 25th inst., performed the feat of swimming across the Hellespont from Abydos to Sestos. The Lower House of the Spanish Cortes have agreed to a contingent of forty thousand men for the army.

PARIS, 31. The waters of the river Rhine are rising. The dykes above the town of Arles are broken in many places, and the extensive plains of the Camasagul are inundated. General Ducrot has issued a proclamation to the troops under his command in France, exhorting them to diligence and soldierly in the work of reform.

MONTREAL, Nov. 1. The Caledonian Concert last night was a grand success. J. A. Ardigh, has been appointed junior Judge for the county of Simcoe. It is said that L. N. Batourry, the legal partner of Cartier, in Montreal, is to receive the third Judgeship of Manitoba. The "Citizen" of Ottawa states that Sir Francis Hincks still retains his seat in the Cabinet.

LONDON, 1. W. E. Baxter, member of Parliament from Montrose, addressed his constituents last night. He said that the result of the Geneva Arbitration was the grandest triumph of modern civilization, the award just, and the decision calculated to make nations careful, while it was eminently serviceable for the protection of English shipping and commerce in the time of war.

TURIN, Nov. 1. The River Po continues to rise and the inundation is spreading. Families are flying, and those who cannot escape are starving on the house tops where they have taken refuge. The streams are filled with carcasses of cattle and wrecks of houses and barns. The town of Reggio, 14 miles from Modena, has almost entirely disappeared beneath the flood.

YEW YORK, Nov. 1, p.m. The trial of Mayor Hall, for official corruption, resulted in a disagreement of the jury—seven being for convicting and five for acquittal. Gold 112 3-8.

NEWS ITEMS.

THE claims lodged for compensation arising out of the Belfast riots amount to £14,000, exclusive of £3,000 claimed by the widow of Constable Morton. "JOHNNY, what do you expect to do for a living when you get to be a man?" "Well, I reckon I'll get married and board with my wife's mother."

OPENED.—A New York editor is indignant because a compositor headed his editorial "The Champagne Opened," when he wrote "The Campaign Opened." He says that printer is always thinking of something to drink.

THE Russian Government is said to be preparing to publish a complete collection of all autograph letters, orders, memoranda, &c., of the Czar Peter the Great, including those of a private as well as of a public character.

SAMUEL SANDS, the printer boy who put the original copy of the "Star-spangled Banner" in type, now publishes the "American Farmer." May it be a long time before his "Sands of life" run out.

A HURRICANE visited the Windward Islands. Vessels are ashore at St. Kitts, Guadaloupe, and Martinique, and great damage has been done. At Dominica the vessels were dashed to pieces, wharves broken, and many lives lost.

THE "Herald," a Mormon journal of Salt Lake City, says of Bishop Smith's affidavit on the Mountain Meadow Massacre, that he is either a murderer on his own confession or a perjurer, and calls for his arrest and trial on a requisition from the Governor of Utah. It also protests against charging the massacre on the Mormons as a people.

A HORROR of the Jubilee has overtaken at least one of the Bostonians; and we judge from the following that he is getting ready to abandon Boston: "Tell me, ye raw east winds That in this region roar, Do ye know some spot on earth Where peopling's no more. Some quiet little place, Some village in the West, Where free from notes and fiddlesticks, A body might find rest."

CLAIMS AGAINST UNCLE SAM.—A St. Louis, Mo., despatch of the 4th ult., says: "Mr. John F. Cooke, the British Consul here, has been engaged for some time past taking the statements and depositions of British subjects who lay claims against the United States for damages of various kinds during the war. The principal case is that of J. M. P. Nolan, an Irishman, who was imprisoned in two or three military prisons, in all about six hundred days, and who claims some nine hundred thousand dollars. The total claims will amount to considerably over a million dollars. The depositions and statements are to be forwarded to Washington as soon as completed.

A MUNICIPAL BEQUEST.—We often call the attention of our readers to the wonderful liberality with which moneyed men in the United States devote their funds to educational, religious and benevolent purposes. Here is a fresh example: Rev. Samuel J. Browne, a Presbyterian minister in Cincinnati, died lately, and provided in his will for a College to be called "Browne University." Much of the property left for this purpose consists of land, building lots, &c. A provision in the will stipulates that "No saloons or beer shops" shall be built on the property. The sum of \$150,000 is left for erecting the necessary buildings. \$3000 a year is left for aiding Professorships. He provides also for the erection of a free church in connection with the University, and leaves \$600 for paying a teacher for poor children in connection with it.—[Halifax paper.]

THE "New York Herald" says:—Sergeant Bates, who some years ago was notorious from having carried the American flag through the South to demonstrate that a feeling of affection for the colors of their country had returned to the Southern people is now in this city. A desire for pedestrian exercise, and a laudable wish to practically test the feeling of the people of England towards these United States, are impelling him to visit that country and carry the American flag through its length, from the north to London. This project of the Sergeant has grown out of an argument he had with Mr. T. J. Warren, of Saybrook, Ill., some time ago. Mr. Warren differed from Sergeant Bates' expressed opinion that the friendship of the English people for the United States had not been abated by the result of the Alabama claims arbitration. A bet of \$1000 to \$100 was offered by Mr. Warren that the Sergeant could not perform the journey through England without having his colors insulted and taken by the latter. The Sergeant will shortly sail for England, and will immediately on arrival proceed to the performance of his project, which he expects to accomplish in safety, and after the fullest expression of good will by the English people.

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