

The Weekly Monitor.

WEDNESDAY, JAN. 9th, 1884.

It is an encouraging sign, that our Agricultural Societies in the County are giving the matter of sheep raising from thoroughbred stock, their earnest consideration. The Government will, a prize-worthy desire to promote the agricultural interests of the Province offers a bonus of 50 per cent. on the amount expended on the purchase of thoroughbred animals. As noticed in our last the Bridgetown Society has voted a stated sum to be appropriated for the purpose named, and the Paradise Society is taking, and has already taken, action on the matter. No doubt this enterprising society will vote a round sum for the purpose. We hope to hear from the secretary in regard to the matter. The products our farmers are sheep raising is too well known to call for discussion here. The country is said by those who are in a position to judge, to be well adapted to the successful raising of these animals, therefore the only wonder is that farmers have not long before given the matter their more careful attention. Probably the other societies in the County will also move to take advantage of the Government bonus, in which case we should esteem it a favor, if the Secretary of each would place us in possession of particulars. Indeed, our societies should make more use of the press than they do. Our columns are at their service at any time when matters of interest come up, or even for routine work if it is desired to have it published.

A Tiverton correspondent of the Digby Courier, gives an interesting account of how the bravery of one man named Joe McKay saved a fishing vessel worth \$1000 from becoming a total wreck. She went ashore while the crew were endeavoring to make harbor, got off and struck again. Some ten or twelve men from the shore, besides the crew were on board, and all with the exception of this courageous fellow, McKay, left the vessel to her fate. The case looked desperate, and the chances ten to one that the vessel would break up, but McKay took that chance, and as the brave are the prime favorites of Fortune, that chance was given. The remainder we give in the correspondent's own words:—

"Joe, too busy to listen, kept the even tenor of his way, now saying on the job, always to trim in main sheet, — the scene around him growing every moment wilder and wilder. "He'll be killed or drowned there," said someone, anxiously. "You can't kill, drown or freeze Joe McKay, and the — would'st scarce him," muttered another in reply. "Fish all summer and fall in slippers," chirped in a third. "Take a vessel to sea in this eleven days, and never sleep a wink day or night, except what he got by standing on deck. But you'll stick to her while there's a plank left," chimed a fourth. But while some were applauding his chances ten to one that the vessel would break up, and some deploring his venture, — suddenly struck the vessel's stern, which way her bow seaward and as her hull was struck she bounded, as though knowing it was a question of life or death with her, directly oblique. Her rudder was unshaken; but she had weathered the last point, and Joe's seamanship was equal to his courage; so trimming it to suit his course, he headed her directly for the harbor. Now this she saved — for he has one anchor on the bow — some laugh, others, "He told you so," but all feel and know that the resolute pluck and seamanship of Joe McKay, saved for her owners, a Thousand Dollar Vessel!"

These two beauties, John L. Sullivan the Boston pugilist and Slade the Missouri ditto, got beaten at their own game a short time ago, at Denver. They stayed up all night drinking and carousing, and when morning came were ready for a fight. The local roughs were too much for them, however, and in the melee Slade got knocked down with a brick and Sullivan ran off leaving his companion to his fate. Slade's fall also frightened the victors and they ran off. From what we have read of Sullivan at least he is about as tough as a blackguard as it is possible to manage a man to be, and the above little incident shows him to be as big a coward as he is blackguard. If respectable journals would ignore the fellow and his performances he would soon drop out of notice. We believe in competitive manly sports, the tendency of which is good in the promotion of vigor and physical development; but when it comes to holding up as shown a hero, a fellow like Sullivan who would leave to protest. However, the *pop* is more to blame than the journals; what it demands the latter must furnish.

Speaking of the Orangemen meetings held in opposition to those of the Irish Nationalists, now in progress in the old country, the Montreal *Witness* says very truthfully:— "The Orangemen seem determined not to let the Nationalist movement as it is called, die out. In O'Connell's time the Nationalists had meetings bigger and bigger and Mr. O'Connell became a greater and greater hero until they held a meeting so great that it could not be any bigger, and as Mr. O'Connell had nothing further to propose, and the people could think of nothing else to do they went to their homes, and forgot their hero who died in neglect. If the Orangemen had only assembled in force and attacked their big meetings, they might have been fighting yet."

"I forgot," how many times have those two little words been the excuse of some grave fault. How often do they look to urge in extension of the late dreadful disaster on the Grand Trunk Railway, caused by conductor Barber's criminal carelessness. — Sir Richard Cartwright, in a recent speech, read out a list of his constituents epithets launched at him by his enemies in late contests. The list was formidable — one. The Toronto *Mail* in return furnishes a list of the complimentary terms applied by Sir Richard to his opponents in his various speeches. A Gloucester Dred — Mrs. P. B. Hazard of St. John, N. B. gave a dinner to forty poor children of the city on the 31st ult. "After the dinner, the generous lady presented each of the happy youngsters with a present.

The despatch given in our last issue in reference to the Harbor Grace (Newfoundland) riots between Orangemen and Roman Catholics is denied by a former Harbor Grace resident to the Montreal *Witness*. He says:— "That he lived in Harbor Grace for twenty-one years but now is a resident of Montreal and that certain inaccuracies in the story from his condemnation. For example there is no such man alive in Harbor Grace as William Hennessey. He was drowned some time ago, and his wife is a Roman Catholic family in Bar's Cove. The Roman Catholic Bishop could not have been there to visit the wounded, and could not have been maltreated as alleged in the despatch. The despatch also said that the Orangemen tried to throw the Bishop overboard at Courage's Beach. While there is not a cliff at Courage's Beach. This part of the story of the Bishop's maltreatment he believes to be a fraud. Besides John Scully is an old man of over seventy and could not have been in the place as an old man who is hardly able to walk, and could not run crying 'Blood for Blood.' Altogether the story looks highly improbable. If the above be correct the blame of the murders and the riot to a great extent appears to rest with the Roman Catholics. The position of affairs is, it appears, not much better than after the first day of the outbreak. The most intense feeling and excitement is evident among all classes. A number of arrests have been made, but it is not unlikely that another collision between the parties may take place at any moment."

Our thanks are due Messrs. M. Alpine & Barnes, of Halifax, for a copy of their valuable publication, "Belcher's Farmer's Almanac." The Department of Marine and Fisheries has decided not to enforce the provisions of the new law, prohibiting the clearing of coasters without certified masters and mates, till the first of next April. — Mr. John W. Nicholson, a well-known wholesale liquor dealer of St. John, N. B. died on the 31st ult. of congestion of the lungs. His real property valued it is said, at over half a million of dollars. — A Freeport Digby County correspondent says the house of Mr. James H. Jones, lately destroyed by fire, was the ground with all the furniture on the 5th inst. A defective fire was supposed to be the cause. No insurance. — Ex Judge Loranger, codifier of statutes of the Province, gives his opinion that the License Act of the Dominion Parliament is ultra vires and that the Provisional Act is still in force. — Sunday, Monday night, and Monday were the coldest periods of the season. Early on Monday morning the thermometer was said to have ranged at 10 below zero. At nine o'clock it ranged below.

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Failure of the Year. — The failure of 1883 in the Dominion of Canada is reported by Dun, Wiman & Co., as being number thirteen hundred and eighty-four, with liabilities amounting to over sixteen millions. The failures are divided as follows among the various provinces:—

Table with 2 columns: Province, No. of Failures, Liabilities. Includes Ontario, Quebec, Nova Scotia, Newfoundland, P. E. Islands, Manitoba.

As compared with the United States, the showing for Canada is not very encouraging. While in the United States there has been one failure in every 94 traders, in Canada there has been one in every 48 traders. The average liabilities in the United States has been \$18,000, while in Canada the average has been \$11,000.

The business failures in the United States in 1883 numbered 9,184, as against 6,738 in 1882. The liabilities for 1883 were 172 millions, against 107 millions in 1882. The failures last year were greater than any year since the year 1874, when there were 10,478 failures with liabilities of 234 millions.

Shipping Notes. — Brig & B. Stronach, from New York for St. John, N. B. via St. Thomas, dismissed on the 1st inst. She will discharge for repairs. — St. John, Jan. 5. — A telegram received here last night says the barque *Grace E. Cann*, before reported ashore at Jonesport, is a total wreck. — The scho. *Fury*, of Digby, 92 tons, was ashore on the 4th inst. A mistake was made in her bearings. It is expected she will be got off in a few days.

The barque *Yarmouth*, of Yarmouth, N. S., went ashore on Sunday Point, in Yarmouth Sound on the 4th inst. She was loaded with salt, \$6600 insurance on vessel, \$2,500 on cargo, and \$2,500 on freight. — The scho. *St. John*, from New York for St. John, N. B. via St. Thomas, dismissed on the 1st inst. She will discharge for repairs. — St. John, Jan. 5. — A telegram received here last night says the barque *Grace E. Cann*, before reported ashore at Jonesport, is a total wreck. — The scho. *Fury*, of Digby, 92 tons, was ashore on the 4th inst. A mistake was made in her bearings. It is expected she will be got off in a few days.

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