

THE WEEK'S NEWS.

CANADA.

Ralph M. Blackley, aged 20, a law student in the office of Mr. Charles Ritchie, Q. C., Toronto, was killed by trolley cars on Saturday.

Mr. and Mrs. J. Baston, of Kingston, have just celebrated the sixtieth anniversary of their wedding.

D. Nasmith, the Toronto bicyclist, in a trial, assisted by pace-makers, lowered the American record by making one hundred miles in 5 hours 32 minutes and 9 1-5 of a second.

Typhoid fever is increasing in London, Ont.

Mr. George A. Cox, of Toronto, has donated \$5,000 to the building fund of Wesley College at Winnipeg.

George Johnston, alias Samuel Jarvis, who is serving a term of six years in the Kingston penitentiary for burglary committed in Toronto, attempted to escape from the prison the other morning. He was recaptured with some difficulty.

The movement of grain in Manitoba and the North-west has recommenced. It is said the Canadian Pacific railway have at present a sufficient number of cars in the North-West to meet the demand for some time to come.

The rumour is revived in Ottawa that the Grand Trunk Railway Company intends acquiring control of the St. Lawrence and Ottawa railway, as at present the Grand Trunk has no direct access to the capital from the west.

Miss Odell, twenty-two years of age, committed suicide at Winnipeg the other morning by shooting herself in the abdomen with a shot-gun. No cause is assigned for the act.

Benjamin McCance, having served four years in the Kingston penitentiary for obtaining money on false pretences, was released last week. He was met at the gate and arrested on a charge of bigamy preferred in Toronto.

The population of Kingston, Ont., has decreased by five hundred during the past year, and the valuation of property is lower by one hundred and fifty thousand dollars.

Mr. David Van Winkle a farmer of Sharbot Lake, Ont., slipped and fell upon a pointed stake, which pierced his back and protruded from the groin. He cannot recover.

Archbishop Fabre has addressed an important pastoral letter to the Roman Catholic clergy, in which he deprecates the recent clerical scandals that caused such a sensation in Montreal.

The coal carters of Ottawa have formed a combine to prevent the competition of farmers, who, after the harvest is over, enter the city with their carts and share in the coal carrying business.

A despatch from Lethbridge, N. W. T., states that Mr. H. Staveley Pinhorn, nephew of Sir Staveley Hill M. P., had been found dead in his bed on Sunday. It is said that he had been shot.

The Canadian Pacific Railway Co. will, it is stated, build a road from Belleville to Tweed to connect the former place with the main line.

Montreal shippers of apples to Europe are complaining that the railways discriminate against them in the matter of freight charges in favour of western points.

All the Dominion Ministers of the Crown have been invited to the dedicatory ceremonies of the World's Fair in Chicago on the 21st inst.

The death of Mr. Josh Reaman leaves the North-West Government in a minority in the House.

No trace has yet been discovered of Letter Carrier Thomas McGovern, who disappeared mysteriously from Ottawa, last Friday.

Ex-Ald. Alfred Macdougall, of Toronto, has been appointed solicitor to the Treasury for the purpose of the Succession Duties Act passed at the last session of the Local Legislature.

Mr. John Dyke, immigration agent for Canada in England, has arrived in Ottawa from an extended tour through the North-West. He says the crofter settlements are prospering, and that the crofters are very anxious to have their relatives with them from the Old Country.

A deputation of citizens of Winnipeg waited upon the Local Government on Saturday afternoon to call attention to the refusal of Lieut-Governor Schultz to sign an order-in-Council ratifying the new city survey. It was promised that the Government would take action at once to secure the required ratification.

President Van Horne, of the Canadian Pacific railway has reached home after a four weeks' trip to England. Mr. Van Horne stated to representatives of the press that there was nothing of special importance connected with his visit to England, and that the Canadian Pacific Railway Company were not taking any steps to secure a fast Atlantic steamship service.

BRITISH.

Prince Henry, of Prussia, brother of Emperor William, accompanied by his wife, Princess Irene, has arrived in London.

The British steamer Camiola, bound from Cardiff for Malta, was foundered near the Scilly islands, off the coast of Cornwall. The crew were saved.

The coroner's jury investigating the death of Dr. Herron, in London, which took place immediately after the mysterious poisoning of his mistress, Ruby Russell, an ex-actress, brought in a verdict of suicide while insane.

The Livery of the City of London has elected Alderman Knill as Lord Mayor in succession to Lord Mayor Evans. There was some excitement on account of the opposition offered to Mr. Knill owing to his being a Roman Catholic.

As a result of the recent outbreak of the Life Guards at Windsor the War Office has decided that the Guards shall henceforward be treated the same as other soldiers, and shall take part in foreign service the same as other regiments.

A special cable despatch says that Mr. Thomas Spurgeon's chances of succeeding to the Tabernacle pulpit are greatly improved by the publication of extracts from the late Mr. Spurgeon's sermons, in which he expressed the desire to be followed by his son.

UNITED STATES.

J. W. Smith, who shot his wife and cut his child's throat in Colorado on Friday, was lynched the same evening. He thanked the crowd for doing it.

At Bridgboro, Pa., on Friday night, Chas. Burton, after being drenched with benzine, was set on fire by an inhuman companion and fatally burned.

It is estimated that the United States debt statement will show an increase of over \$2,000,000 in the cash balance since September 1.

The great new university at Chicago began its work on Saturday without any formal opening.

Frank Cooley, leader of an outlaw band, has been shot and killed near Uauontown, Pa., by officers.

The New York health officials have ceased issuing cholera bulletins, there having been no cases since September 19 in the city.

It is now stated that the National Amalgamation Association has determined upon supporting the Homestead strike, and that a large sum will be placed at the disposal of the strikers.

The authorities at Colon have forbidden the Pacific mail steamer Columbia to enter port on account of cholera at New York. The United States does not like this dose of its own medicine, and there are threats of sending men-of-war to Colon to insist upon the admission of American vessels.

On Saturday afternoon a terrific hailstorm visited St. Paul, Minn., doing great damage to vegetation and buildings. The hailstones were an inch in diameter and many pedestrians were hurt before they could get to shelter.

J. Barlow Moorehead, a young man reported to be worth half a million dollars, recently received the gold treatment at the Kesley institute in Philadelphia and was pronounced cured. Shortly after he relapsed into intemperate habits, and yesterday in New York committed suicide by shooting himself through the heart.

At Bay City, Mich., on Monday afternoon, shrieks and groans brought the neighbours to the residence of Mr. and Mrs. David Lafontaine. It was found that both man and wife had taken poison. Mrs. Lafontaine died in a few minutes, but Lafontaine will recover.

GENERAL.

The Empress of Germany has left her bedroom. She is in excellent health, as is also the baby.

A fire in Buenos Ayres recently destroyed property to the value of \$2,200,000.

The weather at Hamburg is colder, the temperature of the Elbe having dropped 20 degrees in a week.

The German Reichstag will re-open on October 22.

Emperor William's ear is again very painful and it is expected that he will again have to submit to an operation.

A fifteen-year-old Berlin servant girl poisoned the baby committed to her charge. When arrested she said she killed the child because she wished her discharge, and that that was a sure way by which it could be obtained.

A despatch from Berlin says Minister Miguel's new tax of a half of one per cent. on land, house property, and capital invested in industrial enterprises or the funds, will, it is estimated, yield 33,000,000 marks annually.

The International Monetary Conference will be held in Brussels on November 22, with seventeen powers represented besides the United States.

Private advices from Benito, Mexico, tell of the arrival there of the steamer Montserrat, with 500 Gilbert Islanders, sold into almost absolute slavery.

Lord Houghton, the new Lord-Lieutenant of Ireland, made his entry into Dublin yesterday and took possession of Dublin Castle. He was coolly received.

There is a reported difference between Chancellor von Caprivi and the Prussian Ministry which may lead to a Government crisis.

Lieut. Mickless, of the Austrian army, has arrived in Berlin, having ridden from Vienna in three days, one hour and fourteen minutes. He was the first arrival on either side in the long distance ride.

Count Kalnoky, in his address to the Austrian Delegations, said that the British Cabinet would continue the foreign policy of its predecessors. This remark created great interest, and led to the inference that the Count had received positive assurances to that effect from Lord Rosebery.

The ordinary revenue of the Russian Empire for the first six months of this year amounted to 397,000,000 roubles against 404,000,000 roubles for the same period in 1891, and the ordinary expenditure was 420,000,000 roubles against 396,000,000 roubles for the same period last year.

The young Queen of Holland, accompanied by her mother, the Queen Regent, has arrived at Weimar, to take part in the golden-wedding celebrations of the Grand Duke and Grand Duchess of Saxe-Weimar.

Mr. James Mavor, professor at St. Mungo's College, Glasgow, has been appointed professor of political economy and constitutional history in the University of Toronto. In the interval previous to his arrival, Mr. J. M. McEvoy, B. A., LL. B., will attend to the work of the department. Rev. G. M. Wrong has been appointed lecturer in history, one of the positions rendered vacant by the death of Sir Daniel Wilson.

What a blessed privilege it is to be a farmer! a real farmer who farms, we mean. To be solemnly assured by statesmen that the basis of the country's prosperity is successful agriculture, to hear governors and members of Parliament tell how little they know about farming, is the happy lot of the tiller of the soil in these cattle-show days. To be a farmer, then, is to be greater than a king, for if the farmer can believe what the orators tell him—and they are all honorable men with "Hon." before their names—he is a king maker. Not only is his vanity exquisitely pleased, but his sense of humor is delighted by the subsequent spectacle of a governor's astonishment at the size of the mammoth pumpkins, and staff officers' attempts to preserve martial dignity while leaning over the edge of a porcupine or pig-pen to get a better view of the points of a porker. Verily the political pleasures of the cattle shows more than compensate for the toil in the harvest field.

ESCAPED FROM RUSSIANS.

Two British Sealers Who Managed to Get Away from their Captors.

A Victoria, B. C., despatch says:—Donald McCush and Andrew Thompson, two of the crew of the schooner Maria seized by Russians off Copper Island, August 21, reached home this morning, having worked their passage to San Francisco on the Russian Fur Company's schooner Leon from Petropaulovsky, and been shipped to Victoria by the British consul. They arrived penniless, but glad. The Maria was seized fifteen miles off the island, her proximity to land being due to the fact that the chronometer got out of order, and the captain lost his bearings in a fog. The schooner was seized by the steamer Kotick, having 600 skins aboard at the time. The crew were immediately taken to Petropaulovsky. The populace were afraid to aid them, so they fared badly. McCush and Thomson were fortunate in getting away, and left to, if possible, induce their Government to send relief to those left behind.

"The Russians don't want to be put to any expense," say the escaped prisoners, "and they won't keep prisoners if they have to feed them. They unloosed them somewhere where they can't get work and tell them they are free to obtain employment. We heard at Petropaulovsky of one British hunter who attempted to row away when ordered to stop by a Russian patrol. He was shot and the body thrown over without ceremony. Particulars we could not obtain. A Russian told us too that the cruiser Latak had orders to continue seizing as long as there was a schooner in northern waters and to scuttle or blow up any schooner captured that could not be conveniently taken care of."

England and Cholera.

England is now in the seventh week of daily and continuous danger from the presence of cholera in almost every large city on the Baltic, the North Sea and the Channel, from St. Petersburg to Havre. No quarantine has been established, no trade has been delayed, and no travel has been interrupted. Nothing has been done by the English authorities but to follow up the few individual cases with isolation and disinfection. Yet England has had no cholera epidemic. Local sanitary precautions have been ample to suppress the disease in the few places where it has appeared and exclude it from all other places. This is the same experience which England had from 1882 to 1887. In those years cholera appeared successively on the Red Sea and on the coasts of the Mediterranean. It overspread Italy. It found its way all over Spain. There were cities in both countries which had some of the severest epidemics in the history of cholera. In both countries and in each city where the disease appeared there was the grossest sanitary neglect and it spread nowhere except where this neglect existed. Yet with constant trade and uninterrupted travel between England and these coasts and lands there was never a time when cholera appeared in England except in scattered cases.

Imprisoned in a Safe.

Mr. William Thompson, the city assessor, was the victim of an extraordinary accident on Saturday in Philadelphia. He was in search of a document in the large safe vault of the City Hall when the clerks closed and locked the vault and then left the building. He suffered terribly from want of air, and was not released until a late hour at night; his failure to return home caused an inquiry to be made, which revealed the fact that he was last in the vicinity of the vault. A visit to his office resulted in the discovery of his captivity, his shouts being heard, but the only person possessing the combination lived five miles away, at Merchantville, and Mr. Thompson could not get out until this man had been sent for to open the door. When finally released Mr. Thompson was terribly weakened by his shrieks and his struggle for air. He now lies at his home in a critical condition.

Shocking Accident with Dynamite.

A shocking accident, which will probably have fatal results, was reported from a quarry at Oughtard, on the Galway and Clifden Railway. A dynamite charge failed to go off, and three of the workmen, named Welby, Walsh, and Dunne proceeded to extract the charge. They pulled out the fuse and were re-tamping the rock, when the charge exploded, destroying one of Welby's eyes, the tamping bar passing through his neck, while other portions of his body were torn away. Walsh was also terribly mutilated, and his eyes destroyed with sand and pebbles, some of which entered the head. Dunne came off best, as only the sinews of his wrist are torn, and he has sustained a few flesh wounds on the face. Welby and Walsh are lying in hospital in a very critical condition.

Wonders From a Well.

On the 7th of July, 1890, workmen engaged in sinking an Artesian well in Sandy Valley, near Niria, N. M., struck an open seam from which a cold stream or current of air rushed with such force as to remove a twelve-pound rock that had been placed over the opening. This current of air was charged with millions of small bugs, each having but two legs, no wings and a small red circle on his back. They lived but a short time after coming into light and warm air.

Sir Edwin Arnold is an optimist in most things, and he includes in his optimistic regard not only Japan but the United States. To a young friend who announced to him a project for entering upon a new business venture, Sir Edwin enthusiastically exclaimed: "I'm glad to hear it. Go ahead, my dear boy. You'll succeed; of course you'll succeed. You'll make money; everybody makes money in this wonderful country."

Emperor William's threatened attempt to reduce the number of liquor shops in Germany by increasing the taxes imposed on them seems to have been abandoned; but there was ample reason for carrying it into effect. There are 10,913 places in Berlin alone where wine and beer are sold. In one street, the Friedrichstrasse, there are only 251 houses, but these contain 253 liquor shops. While the liquor shops have increased to the number of 2806 in ten years, the tea, coffee and chocolate rooms and soda water booths have decreased in number. There is evident need of reform in this matter; but the beer drinkers appear to be too influential for even the Emperor to cope with.

Farmers and Manufacturers.

Much that has been said in advocacy of the present protective policy adopted by Canada, shows either ignorance of the conditions under which the farmers carry on their business, or indifference to agricultural interests.

A farmer is as truly a "manufacturer" as the maker of those implements used in tilling the soil or gathering its products.

It is his occupation to convert raw materials into goods for consumption. Land, fertilizers, seed, sunshine, rain, left to themselves will no more produce a crop of grain, or roots, than timber and iron left to themselves will develop into ploughs, or reapers. The producing powers, the elements that give marketable value to those things which a farmer has to sell, are skill and industry, working in harmony with, and assisted by those laws of Nature, upon the observance of which, and upon the co-operation of which, depends the fruitfulness of man's toil.

This is not one jot less true of a manufacturer, in the ordinary sense, than of the grower of wheat, or the raiser of cattle.

The main distinction between the enterprises connected with the growth of agricultural products, and those devoted to the making of factory goods, is this, that the dependence of the farmer upon natural laws, and natural forces, and natural influences, is more manifest, and visibly direct, than is the dependence of the manufacturer upon other natural laws, forces, and influences.

Such dependence is however as real, as constant, as absolute in one case as it is in the other. The laws, for instance, that govern the production of steam by the action of heat upon water, or the creation of mechanical force by water falling upon a wheel, or the transmission of power by belts, are just as essential to manufacturing operations, as are those laws which enable the soil to germinate and feed a seed of wheat or those laws which cause the sun to ripen grain, or the rain to give sap to all vegetable life. A very slight change in the constitution of the atmosphere would stop every machine in the world, just as temporary changes of weather advance, or retard the growth of crops.

It is well known that certain goods cannot be made except where the water is suitable for certain processes employed in their production. In the same way certain crops cannot be grown in some districts because the soil is not suitable. Upon farmer and manufacturer alike Nature imposes limits to their skill. In all the enterprises of man nature demands obedience, and her essential and invaluable co-operation is denied to all who do not understand, or who do not obey her imperative edicts.

As converters of raw materials into finished products, for the service of man, the farmer and the manufacturer are engaged in what is fundamentally the same occupation.

There are however broad distinctions between the conditions under which farm and factory industries are carried on. Those conditions seriously affect the position of the farmer as a tax payer to the State. Those circumstances have, we believe, not been sufficiently considered in framing our present fiscal system of "Protection to native industries." We shall consider this question in a later issue.

Mr. Gladstone's Plan.

So many outlines of Mr. Gladstone's plans have been cabled from London recently, only to be contradicted the next day, that people over here have decided to wait until Mr. Gladstone himself breaks silence before trying to form an intelligent opinion of what he is likely to do. Of all the writers on this point none have given so clear an exposition of the possibilities of the situation as Justin McCarthy, and his express declaration was that Home Rule would not be postponed. The wish was doubtless father to the thought with him, but he is much closer to the Liberal leader than to those who are now trying their hands at predicting and is consequently more likely to have known the latter's intentions. With all the talk that there is concerning the Radical dissatisfaction it is not likely that it will be half as bad as Mr. Labouchere seems anxious to have it. Mr. McCarthy's idea was that there would be introduced in Parliament, coincidentally with or immediately after the presentation of the Home Rule bill, such reasonable measures as would satisfy every practical Radical and thus win their combined support. This would be more in accordance with Mr. Gladstone's habitual methods than the schemes which are now being attributed to him. His position means Home Rule if it means anything, and he is much too far along in life to wait until '94 before bringing in his bill.

Prosperity in Ireland.

So much is said and written about "poor old Ireland" that it is refreshing to learn that the Irish census returns, only recently made public, are quite satisfactory. To be sure they show a continued decrease in population but increased resources. The rateable valuation shows a gain from £13,812,000 in 1881 to £14,034,000 in 1881. There is not so much land in crops as there was during the preceding decade, but there is an increased acreage of grass and a considerable gain in the number of cattle, swine, asses and poultry. Within ten years the hens have increased by nearly a million and a half. There is a handsome increase, too, in the amount of savings bank deposits. The population in the ten years decreased from 5,174,836 to 4,704,750, and while it is pleasant to know, or at least to hope, that those left in Ireland are better off than they were ten years ago, still one cannot help believing Ireland is rich enough in natural resources and strong enough in the genius, enterprise and industry of her people to support in comfort a considerably larger population than she now has, provided the local conditions were such that she could do her best. The Ireland of forty years ago, however, was too densely populated. In 1847 the estimated population was 9,500,000. The country is little more than a sixth of the size of Ontario having an area of 32,713 square miles, while Ontario has about 181,300. Yet even now Ireland's population is about the same as that of all Canada.

A Spanish lady has succeeded in crossing the Andes in a carriage, a distance of 300 miles. The journey was completed in 11 days, though nearly a mile of the road had to be built for her use.

Sir E. Watkin is still very sanguine as to the ultimate results of his discovery of coal in Kent. One difficulty, however, is in the way—not less than £40,000 will be required to sink the first shaft.

STEADSHIP ON A ROCK.

The State of Georgia in Trouble in the St. Lawrence Below Montreal.

A Montreal despatch says:—The steamship State of Georgia, Capt. Allan, met with an accident at Cape la Roche last evening which may result in the loss of the ship. The vessel was outward bound and when near the cape ran against a rock, cutting a hole in the bottom of the ship, letting the water in freely. The vessel did not remain on the rock, but became almost immediately free; the water, however, poured in, and it was found necessary to beach her. The State of Georgia is now lying on the south shore in a helpless condition. The vessel has settled down at the stern, and consequently the cargo must be damaged to a great extent. She had aboard 504 cattle belonging to James Eakins, of Port Hope. These were all got ashore with the exception of 10, which were drowned. Steam pumps have been ordered up from Quebec, and every effort will be made to save the ship and cargo. The State of Georgia was bound for Aberdeen. She was one of the steamers of the State line, but was sold by that company before it was absorbed by the Allan line. This was her fourth voyage from this port this season. Munderloh & Co. were the agents.

Besides the cattle the cargo consisted of 10,000 sacks of flour, 1,000 boxes of cheese, 500 tubs of butter and the balance mostly lumber. The flour, cheese and butter are nearly all damaged. The ship is being unloaded as rapidly as possible. This is the third accident that has occurred in the ship channel between here and Quebec in the past week.

North Pole Expeditions.

The safe return of Lieut. Peary's expedition, after having accomplished some interesting and more or less valuable scientific results, will be apt to stimulate other expeditions on a similar plan. It is not easy for one to understand the fascination which arctic exploration has for persons of a certain temperament. The record of attempts to reach or get near the north pole of the earth is a record of dreadful hardship and sacrifices from the time of Sir John Franklin's fatal failure to the horrible story of the survivors of Col. Greely's last adventure. This story sickened the natives that for a considerable interval the official and public ardor which sustains ventures of the kind was weak. The possible gains did not appear to be an adequate recompense for the cruel risks. Adventurers were ready enough, but cause failure and suffering in such an enterprise confer only less renown than the highest success; but there was an unreadiness to "back" them with the necessary official and financial encouragement. Lieut. Peary's attempt was made upon a different plan from the others, and its comparative safety in execution will recommend it to imitation. He did not attempt to take a vessel into latitudes where the chances were against its ever getting back, and depend upon getting back in it. His party were transported to a point easily reached and left there until sent for. For further advance he depended upon the safer land conveyance by dogs and sledges common to the country. The report he brings back goes to confirm previous reports that Greenland is a great island bounded northwardly by a polar sea. He seems to have reached the limit of possible advance by this means. Others have told of beholding this sea. Whether it covers all the space surrounding the north pole, having Siberia for its opposite shore, no one knows, nor has any one been able to explore it in a vessel. Whether any further definite knowledge of it will ever be gained is purely a matter of conjecture. That there is enough faith and daring in the world to cause many attempts to be made in future time may be safely assumed.

But what useful end will be subserved by finding out whether or not there is an ice-bound, uninhabitable island between Greenland and the next known shore on the opposite side of the pole? Does it matter either with regard to this world or the next? What will be the gain to all men that will make it worth the sacrifice of a man's life or even a dog's life? What boots it to ascertain how cold it may be there? We know already that no human beings can endure it except under artificial conditions. We know by mathematical calculation how long and how far above or below the horizon the sun will be. The exploration of habitable regions where there are human beings to be enlightened and elevated and various novel forms of life to be studied, or which afford motives of commercial interest, is intelligible. The curiosity about the heavenly bodies and the movements of the members of the solar system of which this earth is a part is not unreasonable. But the exploration of the north polar region beyond limits already attained promises to be so barren of useful results and is fraught with such conditions of peril that it appears to be not much better than a wicked misuse of human energy and a waste of noble ambition.

Shocking Affair in Ireland.

On Sunday morning a woman, named Hannah Roche, was arrested in Waterford on a charge of having murdered her husband. On Saturday night the prisoner's husband, a laborer, and a son, aged 15, returned home, and finding Mrs. Roche out went to bed. It was nearly twelve o'clock when the wife returned, and it is alleged that she flung a lighted paraffin oil lamp at her husband's head. The glass broke, and Roche was enveloped in flames. The boy sprang out of the bed and escaped, but Roche died in a few hours after, suffering dreadful agonies. The woman was arrested and remanded pending the holding of an inquest.

The International Transportation Company, more generally known as the Inman Line, has awarded the contract for building its five new steamers to William Cramp & Sons. According to the requirements of the act of Congress these must be first-class ships in every respect and must be held subject to use by the government in case of necessity as auxiliary cruisers. They will be built with this possible use in view, and are expected to equal, if not surpass, their sister ships of the same line, the "City of Paris" and "City of New York," both of which will soon be transferred to American registry. These vessels will cost, it is expected, between \$8,000,000 and \$9,000,000. This fleet of ships will sail under the American flag and will be manned as well as owned by Americans.