

THE WEEK'S NEWS.

CANADA.

The Royal Tompkins' camp will be held in Toronto next year.

Lord Stanley will open the Cape Breton railway next month.

There is a big boom in the coal mining regions of Cape Breton.

The North Atlantic fleet leaves Halifax on the 25th for Quebec.

Henry Wood, a Manitoban, is reported to have fallen heir to \$25,000,000.

Flour has advanced 35 cents per sack in Winnipeg during the last month.

Archbishop Tache has issued a letter on the recent school legislation in Manitoba.

John Calder, jr., a Glanford farmer, was killed the other day while hauling grain to his barn.

The conference of Anglican delegates has agreed on a basis of confederation of all the Provincial Synods in British North America.

A farmer has driven all the way from Aberdeen, South Dakota, to find a home in Manitoba.

Mrs. Adam Ballentyne, of Hamilton, jumped from the roof of her residence and was killed.

Two thousand dollars have already been subscribed in Winnipeg for the Norquay memorial fund.

A number of British farmers are coming to Canada to look over the land in the western territories.

Capt. Murray, of St. Catharines, has been awarded the contract for dredging the Kaministiquia river.

A man named Morrey suicided near Kingston the other day by cutting his hand off and shooting himself.

Sealskins valued at \$150,000 are being prepared at Victoria, B. C., for shipment to England via the C. P. R.

The Northern Pacific and Manitoba railway has been leased for a hundred years to the Northern Pacific Company.

Capt. Puloit, commander of the fishery protection cruiser Connaught, has been dismissed from the Canadian service.

Vicar Macdonnell, of Glengarry, has been appointed first bishop of the newly-erected Roman Catholic See of Alexandria.

A number of French-Canadian families are returning to Quebec from New England owing to the closing of manufactories.

Prince George of Wales attended the distribution of prizes won at the Provincial Association rifle matches at Halifax on Saturday.

The Provincial Natural Gas Company has struck another well in Welland county, with a capacity of three million cubic feet per day.

It is stated that the men who are investing so heavily in Winnipeg real estate are principally officials of the Northern Pacific railway.

Hon. Mr. Drury has refused to allow cattle from the Government farm at Guelph to be exhibited at the Midland Central Fair at Kingston.

Mr. Standford Fleming, C. E., estimates that the cost of the proposed Pacific cable between Canada, New Zealand and Australia will be £1,800,000.

The mounted police, at the request of the Government, report that 400,000 acres of land have been broken and cropped within 30 miles of Calgary.

A drunken machinist named Smith threw his wife down stairs at their home in Montreal on Monday night. The woman died before medical aid could be summoned.

The first 50 miles of the Great North-west Central railway have been reported upon by the chief engineer of Government railways as completed, equipped and in good running order.

Information has been received that the reports about the starvation of Indians in Athabaska have been greatly exaggerated. There is a scarcity of food, but it is not altogether absent.

Mrs. Isaac Giguere, widow of St. Rochs, Que., aged 79, was present on Wednesday at the christening of her 112th descendant. She counts 10 children, 86 grand children, and 6 great grand children.

A party of Canadian and American Indians have taken possession of Garden Island, in Lake of the Woods, and fears are expressed that the whites in charge of the fishing stations will be massacred.

Donald Morrison, M. P. P., who was one of the Newfoundland delegation to Canada, is now at Halifax and reports that the Newfoundlanders are determined to get rid of the French claims by one means or other.

The Dominion Government recently attached the barns and other property of settlers at Lake Dauphin, Manitoba, for non-payment of timber dues. The settlers have sent a protest to the Minister of the Interior.

The Council of the Dominion Alliance opened in Montreal on Saturday. Senator Vidal said notwithstanding that some of the friends of temperance felt that the cause was not as active as it was a few years ago, he believed the cause was making steady progress not only in Canada, but over the whole of the civilized world.

GREAT BRITAIN.

The British Parliament was prorogued last week.

Reports show that potato blight is spreading in Ireland.

The great strike of railway employes in Wales is ended.

The youngest daughter of Brigham Young announces that she is going to lecture on Mormonism in England.

A party in the Vatican favors the appointment of Archbishop Walsh, of Dublin, as successor of Cardinal Newman.

At Hawarden church on Sunday Cardinal Newman's hymn, "Lead, Kindly Light," was sung and Mr. Gladstone read the lessons.

Sir William Vernon Harcourt, in a speech the other day at Derby, attacked the House of Lords as a standing obstruction to useful legislation.

The solicitors of Mrs. O'Shea have withdrawn from her case, it is said, because she refuses to bring a cross suit for divorce against her husband.

A chimney was blown down on an accomplished

fact. All the chemical manufacturers of Great Britain, with three unimportant exceptions, have agreed to join their interests in the form of a union. The capital is about £8,000,000.

Lord Salisbury's last despatch to Secretary Blaine on the Behring Sea dispute has been published with the rest of the correspondence in a blue book. It sets forth that Great Britain never assented to Russia's claim to jurisdiction over the Behring Sea, and winds up with a proposal for arbitration if an agreement cannot otherwise be arrived at.

UNITED STATES.

There was a light fall of snow at Denver Col., on Monday night.

Two of the Pinkerton detectives were killed by a passenger train at Albany.

It seems likely now that Gen. Grant's remains will be removed to Washington.

Margaret Solomon, the last of the Wyandotte Indians, has died near Sandusky.

The tableware glass manufacturers of the United States have formed a combination.

The Port Arthur, Duluth & Western Railway is to be completed to the Minnesota boundary by next spring.

The Schooner Willie Irving, of Gloucester, Mass., has been seized by the collector of customs at Souris, P. E. I.

A cyclone at Wilkesbarre, Pa. on Tuesday caused the loss of many lives and the destruction of hundreds of buildings.

A dastardly attempt was made on Thursday night to wreck a B. and O. train near Pittsburg, Pa. Three men were killed.

A big university scheme is on foot in the United States. It is proposed to endow the institution with \$20,000,000 at the start.

The House of Representatives on Saturday passed the anti-Lottery Bill, forbidding the sending of lottery matter through the mails.

A terrible accident occurred on the Old Colony road at Quincy, Mass., on Tuesday. Eight persons were killed and about twenty injured.

The "Denver Lottery Company," recently established at Kansas City, Kan., has evaporated, after having received \$30,000 by the sale of tickets.

The Census office in Washington has practically completed the count of the population of the United States, and places the aggregate at 62,695,955.

The steamship La Normandie, which arrived in New York yesterday, brought the statue of Lafayette which France has presented to the United States.

A Duluth despatch states that Canadian lumber thieves have carried away 180,000,000 feet of timber from the Rainy river district in Minnesota during the past year.

The limited Kansas City express on the Missouri Pacific was held up by seven highwaymen at Otterville, Mo., early on Monday evening and robbed of \$99,940 of express matter.

The United States Department of the Interior has ordered an expedition to proceed to Wisconsin to protect the undeveloped country against alleged Canadian timber thieves.

The steamer Teutonic arrived in New York yesterday, having made the passage from Queenstown in 5 days, 19 hours, and 5 minutes, beating the City of Paris' best western trip by thirteen minutes.

There are more sharks along the Atlantic coast this season than usual, and they are making themselves at home in the bays and harbors, a menace to bathers. One of them started for a slip in Baltimore harbor, Saturday, where a lot of boys were swimming, but a tug captain who saw the shark gave the alarm and the boys scampered out, some of them so frightened that they ran naked to their homes followed by several policemen who, upon hearing explanations, didn't make any arrests.

IN GENERAL.

The potato blight is still spreading in Ireland.

Cholera is raging at different places in Japan.

A case of Asiatic cholera has been found in London.

The fortifying of Heligoland will cost Germany \$7,500,000.

Two Frenchmen now propose to make a balloon voyage to the North Pole.

Russia will make a material reduction in her army after the summer manoeuvres.

The Ganges has overflowed its banks, and the inundation has caused great loss of life.

The India budget shows a surplus of 2,677,000 rupees, against 1,800,000 rupees last year.

It is reported that a treaty of peace has been arranged between Guatemala and San Salvador.

Emperor William has started for Russia, taking with him a grand hunting chariot as a present for the Czar.

The Brussels *Word* declares the nightmare of a war in Europe has decidedly vanished, politically and commercially.

The Government of India reports that the medical authorities are unable to agree as to whether leprosy is contagious.

Enin Pasha says that he has not bound himself to Germany, and that he is marching into the interior of Africa simply as an adventurer.

F. M. Gates, E. Kingman and John E. Juderguists, Presbyterian missionaries, have been murdered in Soudan by Arabs. All were young men.

The most remarkable strike ever known will be inaugurated in Belgium September 1. The entire laboring classes will quit work until they are given the right to vote.

A "Lethal Chamber."

Dr. Richardson explains that in the "lethal chamber," of which he is the inventor, dogs are put to death by anaesthesia, and not by suffocation. "They go to sleep precisely in the same manner you and I would if we were about to undergo a surgical operation under chloroform, with the difference that when they are brought into profound sleep they are allowed to sleep until death." Death by drowning is simply six minutes of painful suffocation; death by anaesthesia is a mere painless passing away. "If I had," says Dr. Richardson, "to elect whether I would die by drowning or anaesthesia, I should choose anaesthesia without a moment's hesitation. I give the dog the benefit of my own choice, which is, I think, fair to him.

THE LARGEST BRITISH SHIPS.

The twelve largest British ships, apart from war vessels, are as follows:—

Name of Vessel	Tonnage	Length	Breadth	Depth	Horse-power	Time
1. City of New York	10,300	360	60	42	18,500	Turkey
2. City of Paris	10,300	360	60	42	18,500	W. Star
3. Teutonic	10,000	352	57	39	18,000	W. Star
4. Mauretania	10,000	352	57	39	18,000	Anchor
5. City of Rome	10,000	352	57	39	18,000	Anchor
6. Umbria	7,700	310	52	38	13,000	Command
7. Eubria	7,700	310	52	38	13,000	Command
8. Sicilia	7,700	310	52	38	13,000	Command
9. Annuma	7,700	310	52	38	13,000	Command
10. Victoria	6,247	400	50	38	7,000	P. and O.
11. Victoria	6,247	400	50	38	7,000	P. and O.
12. Oriana	6,247	400	50	38	7,000	Oriental

The "Oriza," also belonging to the Orient line, is the sister ship to the "Orizaba" and the same size. All the twelve ships above mentioned, with the exception of the "City of Rome" and the "Orizaba" are, in consideration of an annual subvention, held by the owners at the disposition of the Lords of the Admiralty as armed cruisers or transports in case of necessity for their services arising. There are fourteen vessels in the British navy which have a displacement of 10,000 tons or upwards. The tons of displacement, however, largely exceed the registered tonnage, which latter is not given for Her Majesty's ships as it is in the case of ships in the merchant service. For instance, the "City of New York" has a displacement of 14,500 tons, or 4,000 tons in excess of its registered tonnage. The names of such fourteen ships are as follows:—

Displacement— tons.	Guns.
Trafalgar	11,940 4
Nile	11,940 4
Inflexible	11,880 12
Dreadnought	10,820 4
Northumberland	10,780 29
Agincourt	10,690 17
Minotaur	10,690 17
Anson	10,600 10
Benbow	10,600 12
Camperdown	10,600 10
Suns Pareil	10,470 15
Victoria	10,470 15
Howe	10,390 10
Rodney	10,390 10

Tons of the ships in the Royal Navy exceed in length 350 feet, and though of greater tonnage in some instances, none of them equal any of the Atlantic and Ocean liners in size. The largest British battleships are now being built at Chatham and elsewhere, and are each to be of 14,150 tons and 13,000 horse-power—their names "The Hood," "Repulse," "Renown," and "Royal Sovereign," while two other ships, not first-class, are to have an estimated horse-power of 20,000.

What Calves are Best to Raise.

I am greatly in favor of breeding most of the cows to come in in the fall—September and October. A cow will give more milk in a year as she goes to fresh pasture just at the period when she naturally begins to shrink in her milk, and she gives the most milk at the season when butter brings the best price. All the work of the dairy comes hard during the hot months, and the more cows we can have dry then the better. After long experience with both spring and fall calves I much prefer to raise the latter. A fall calf can be kept in a warm stable where it will thrive well all winter, and go to pasture when weaned from milk at the season of abundant and succulent food, and get a good start before fly time. A spring calf is weaned at the season of failing pasture with a long winter on dry food before it.

A friend who lived near enough to a city so that he could always get what calves he wanted, for several years followed winter-dairying, raising his fall calves by hand and making butter until May. Then he brought young calves in the city and put one to each cow. They were not allowed to run with the cows, but were kept in a grass lot and taught to eat bran, and either sold for veal at two-months old or kept for stock cattle. The most disagreeable thing about dairying to me is milking in fly time, and this would relieve us of that and probably give as large or a larger profit during the year. The small farm dairies which are so managed that the cows come in in the spring and shrink in the milk during July or August so as scarcely to pay for milking give a large amount of labor and a small margin of profit.

Soft, Wavy Hair.

Soft, wavy hair is a personal beauty any woman can possess, if she only has patience in pursuing the methods prescribed. Where nature has supplied the pretty crinkles, one has only to let her hair be by not drawing the hair too tight; but in the end, as fine an effect may be obtained through imitation waves wrought with comb, pins and liberal use of elbow grease and water, says the Illustrated American. Take, for instance, hair that is naturally straight and inclined to be harsh. A stiff brush passed twice a day in 200 or more strokes over the scalp down to the extreme ends of the hair, will soon make the most wiry locks pliable and easy to manipulate. Every morning after the brushing make the hair on the forehead and sides of the head very wet with soft, blood-warm water. Now a skilful use of the hand is required, for while the hair is thoroughly damp it is easy enough to pinch it up between the first and second fingers to simulate waves. Make the curves rather exaggerated, extending in ripples as far back as possible, and if at first the lines refuse to stay in place, use invisible hairpins to hold them. Be very careful, in doing the back coiffure, not to pull the sides in the least, and let them dry in this condition. If this plan of procedure is strictly adhered to for six months, the handsomest waves are guaranteed, and at the end of that time the process morning and evening will amount to little more than a form.

The Most Powerful Light in Existence.

This is the lighthouse at St. Catherine's Point, Isle of Wight. In it there are three engines of 36-horse power each, by Robey & Co., of Lincoln. Two of these are used for working the dynamos, and the other for the fog-horn. Two of the engines are kept constantly in steam, one each for the light and the fog-horn, the third should either of the others break down. In the centre of the chamber is the reflector, a cylinder composed of a series of sixteen plano-convex condensers or lenses, each 14 inches in diameter. These are set in the midst of hundreds of beautiful prisms, and the whole separated by strips of lead into sixteen divisions, so that when the reflector revolves the leaden bars come in front of the carbon point and so obscure the light for six seconds each. The revolving mechanism is worked by a small compressed air engine—in itself only like a fair-sized toy—which can be started by a touch of the finger. A handle is provided, so that should the engine become disabled the reflector could be turned by hand, a regulator being fitted to mark the speed. The electric light is obtained from a carbon lamp of special pattern. The ordinary light is equal to three million candles, but a light of six million candle power can be, and has been, obtained. This maximum would, however, only be used during a dense fog. It is impossible for any one who has not seen it to imagine the wonderful brilliance of the light, but some idea may be formed when it is stated that it can be distinctly seen 45 miles away, and that at the Needles, 14 miles distant, it is quite easy to read very fine print by means of the reflection.

Canadian Ship Railway Scheme.

There have been in years past various plans suggested to connect the upper waters of Lake Huron with Lake Ontario by means of a ship canal that should be large enough to float our lake vessels when loaded. If any such scheme were practically feasible it is easy to see, by a glance at the map, that a great saving in distance and time would be effected in the cheap transportation of Western grain to the Eastern seaboard. But this far the work necessary for the accomplishment of such a project has been of too enormous a character and calling for too great an outlay of money to warrant any attempt at undertaking it. A kindred enterprise has been revived of late in Ontario and is now being discussed with much interest. It is an immense ship railway to traverse substantially the same route as that of the proposed canal. The "lay" of the country is declared by engineers to be favorable. The route would be from Georgian Bay, on the north-eastern corner of Lake Huron, to the mouth of the Humber River, west of Toronto. The distance between Lakes Huron and Ontario is only sixty-nine miles, which may well be called a "short cut." It is estimated that on such a line three large locomotives could take a vessel of 2,000 tons weight, vessel and cargo, or more than 1,000 tons register, at the rate of ten miles an hour. To transport the same amount of cargo by rail would require five locomotives, with trains of twenty cars each, and each car holding ten tons. Of course this project does away with all cost and delay of transshipment. Vessel and cargo would be taken out of the water at one end and let down into it at the other. The total cost is estimated at \$12,000,000, being one-half the cost of a ship canal of the same capacity. This route would save 423 miles of lake navigation and 28 miles of canal between Chicago and Montreal.—*Detroit Tribune.*

A Traveller's Experience in England.

There are all sorts of tricks to learn about railroad riding in England, and some of them give a third-class passenger greater privacy than a first-class one secures. For instance, having met two friends at Liverpool for the purpose of journeying back to London with them, I was told by a shrewd Englishman to take a third-class compartment, and "make it right with the guard" so as to have the box all to ourselves. We purchased three third-class tickets, and promised the guard who showed us to our seats four shillings, or one dollar, if we were not disturbed by strangers on the journey to London. He entered into the spirit of the unjust arrangement heartily. "Two of you be lookin' out of the windows, as if it was crowded," said he; "and one of you stand before the door on the platform." We did so, and he ran off, to return in a minute with a long, narrow strip of paper dripping with paste. This he put upon one window of our compartment. It was a printed form that he had filled up with writing in pencil, and it read as follows:

ENGAGED.
From Liverpool
To London
July 19, '80

He turned people away until the train started, and stood guard at our door at every station except one. Then he was busy elsewhere, and our box was invaded by a man and wife and a second woman and four children. The guard saw them soon after they had entered the compartment, and he "shooed" them all out much the same as a woman drives chickens in a barn-yard. The first-class fare for that 200-mile ride would have been \$7.25, but our tickets cost only \$4.12.

Afterward I never saw men filling the door to a compartment that I did not think of the guard's instructions to us at Liverpool; and, indeed, two months later, while in Devonshire, an acquaintance I had formed in that earthly paradise bade me stand beside him in the door of an empty compartment so that we might secure it all to ourselves, as we did.—*Julian Ralph, in Harper's Weekly.*

The Largest Nursery for Canaries.

It is not at all generally known that Germany carries on a very large trade in the rearing and exporting of canaries, and that the largest establishment in the world for the breeding of these creatures is situated within the domains of that Empire, away up among the Hartz Mountains of Prussia. From this and few surroundings, but much smaller nurseries, no fewer than 150,000 birds are despatched every year to the United States and Canada; while, in the same time, at least 3000 go to Britain, and about 2000 go to Russia in Europe.

SUMMER SMILES.

The happy medium—The one who has not been exposed.

Very few persons can hold their own on their first sea voyage.

Between two horns—hesitating between gin fizz and whisky straight.

Your strict temperance man takes very little pleasure in going fishing.

The gravedigger is always getting into a hole in the pursuit of his occupation.

After spending an hour with a pretty fool, how refreshing homely people are.

The receiver is as bad as the thief, but neither of them feels as bad as the loser.

The pin has a head and the needle has none, but the latter is twice as sharp as the former.

It is a little singular to say the least that after a man has been painting the town red he usually feels blue.

Stranger (in Tombstone, Ariz.)—"I hear your bank has suspended!" Resident—"Yes; so is the president."

When a man starts out to lecture he puts on a dress suit. When a woman starts out to lecture she puts on a nightgown.

Why is it that the same hammock that once held two persons will not hold them a year or so after they have been made one?

"Love will come in love's own time," warbles a poet. And that is what makes love remind us so much of a hotel waiter.

Speaking of the total depravity of human nature, have you ever noticed that nothing makes a doctor so happy as to discover some new disease?

"It is the disposition of women to marry," says a thoughtful contemporary. But what dispositions some of them show after they are married!

One can't tell who are the rich and poor in this country, but as far as clothes are concerned a good many girls who go sea bathing are certainly well off.

Mrs. McCarthy (to peddler)—"Is thim cabages nice, Mr. O'Leary?" O'Leary (gallantly)—"Bedad, they're as fresh and green as yourself, Mrs. McCarthy."

"Who is happy on this mundane sphere?" sneeringly exclaimed Pessimus. "The girl with her first engagement ring," triumphantly replied Optimus.

"It is very sad," she mused, "but Charley hasn't got a bit of romance. Last night I said to him, 'My king,' and he turned suddenly, and growled out, 'Mike who?'"

Lady—"I heard you had a fire here and are selling goods at a bargain?" Butcher—"That's right, ma'am. Look at those for fine hats for fourteen cents a pound, only slightly damaged by smoke!"

"Young man," thundered the camp meeting orator, "were you ever fired with enthusiasm?" "It is a painful subject," he responded, "but I was. Miss Wedley's father supplied the enthusiasm."

Gus Snooks—"Confidentially, doctor what did Miss Gaygirl die of?" Doctor—"Heart failure." Gus Snook—"I thought there was something the matter with her heart when she refused me last Winter."

The engagement ring; Since lovers quarrel and spat and fight And all that sort of thing, This right that love's engagement should Be centred in the ring.

Somebody has invented an automaton that plays the piano with expression and brilliancy. If an automaton can play the piano with expression and brilliancy, the girl next door who plays the piano is certainly not an automaton.

Bank President (to cashier in jail)—"Why didn't you go to Canada?" Cashier (haughtily)—"Because I've some pride about me, and I didn't want to go up there with only \$25,000 and live on a back street in a strange city."

Muldoon—"Well, will you go to warruk or not?" O'Brien—"Lave us toss up for it." Muldoon—"How so?" O'Brien—"Toss up a cent. If it comes down heads or tails we don't warruk. If it comes down nayther one nor the other we warruk."

The man who has the sand: The brave Dame Fortune's smiles command Which bring the fact to view That 'tis the man who has the sand Who gets the sugar, too.

Widow: "When I was here last week, Mr. Chisel, I told you to put on the tombstone, 'My Only Love.'"

Marble Dealer: "Yes, ma'am; but one of my workmen has been ill, and I haven't begun the job yet."

Widow: "Well, in view of subsequent events, I think you may substitute the words, 'My First Husband.' A pleasant morning, Mr. Chisel."

Horrible Outrage by Gypsies.

A horrible case of kidnapping is reported from Torok-Beese, in Hungary. A few days ago a party of peasants were enjoying their mid-day meal in the shade of a tent when some gypsy beggars came to solicit alms. Amongst them was a little blind girl, five years old, who excited the compassion of one of the peasant women. She drew the child towards her, and spoke kindly to it. At the sound of her voice the little one threw herself on the woman's neck calling out "Mother! mother!" A year ago the latter had lost her little daughter but had long since given her up as dead. At first she failed to recognize her in the blind girl who accompanied the gypsies, but, tearing open her dress, she sought a mark on the chest, which, sure enough, was there, and left no doubt as to its being her own lost child. It had been taken away by the gypsies, who had put its eyes out, so as to prevent any recognition of its parents or friends. As soon as they perceived the little one knew her mother again they made off, but were subsequently captured. The peasants would have lynched them had not the gendarmie interfered and escorted the wretches to the lockup.

Death of an American "Emperor."

From San Francisco the death is announced of "Emperor" Norton, I. R. This man, early in life a simple gold-seeker, became a millionaire, but lost all his fortune by speculation. From the wreck he became a monomaniac who believed that he was Emperor of North America, and used to go about in a blue uniform with gilt buttons and heavy epaulettes, a hat with feathers, and a stick in his hand. Every time a change of President took place at Washington he sent in his veto. He had his pockets full of papers and orders, which he used to bestow on his mendicant comrades.