

AFRICOON.

A Novel Trip Across the English Channel.

CHOLERA; THE MORTALITY IN EGYPT.

Preparation of a New Encyclical Against Divorce.

THE CZAR AGAIN UNEASY.

Arrival of a Fever Ship at Baltimore.

RECOVERY OF CAPTAIN WEBB'S BODY.

LONDON, July 28.—The Custom House continues to give clean bills of health to vessels leaving here. The inspection ordered by the American Consulate shows no case of cholera or disease on vessels sailing from America.

CAIRO, July 28.—There is a rapid increase in the number of deaths in the Boulak quarter; 1,100 inhabitants have been removed to Torah.

ALEXANDRIA, July 28.—The deaths from cholera in Cairo yesterday were 977, including three British soldiers, at Choubi 105, at Mehalah 52, at Tanhat 27, and at Ismailia 3, making a total of 1,100.

ST. PETERSBURG, July 28.—The czar is uneasy over the renewal of the Nile.

ROME, July 28.—It is reported the Pope is drafting an encyclical letter against divorce.

BASILIA, July 28.—The Catholic bishops, under the provisions of the new Government's Church Bill, have ordered all candidates for priesthood to take the oath of allegiance to the Emperor.

ALEXANDRIA, July 28.—Several cases of cholera are reported to-day. If the epidemic spreads, it will be a serious matter.

AMERICAN.

BALTIMORE, July 28.—The "California," from the West Indies, has arrived here with four cases of yellow fever on board; there were four deaths on the voyage.

WASHINGTON, July 28.—The Government has been advised that a disease called cholera has appeared in the State of Arizona, Mexico.

NEW YORK, July 28.—The striking dress and cloak makers are getting the best of employers. Five manufacturers have given in.

CHICAGO, July 28.—The Commercial Exchange adopted resolutions to-day deploring the telegraphic trouble and stating that the telegraphic companies were to be held responsible for the delay.

OTTAWA, July 28.—The Hon. Mr. Côté, Minister of the Interior, arrived here from New Brunswick yesterday.

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EUROPEAN.

Terrible Earthquake Near Naples

ONE THOUSAND PERSONS KILLED

THE BRITISH AND AMERICAN RIFLEMEN.

French Operations in Tonquin.

ARMS FOR THE EXPLORER STANLEY.

THE POPE'S HEALTH IMPROVING.

The Jewish Trial in Hungary.

EXPLOSION AND LOSS OF 35 LIVES IN A SICILIAN MINE.

An Elopement Tragedy—The Telegraphers' Strike—Suicide of the Spanish Minister, etc.

GREAT BRITAIN.

LONDON, July 28.—The Volunteer Service of the British Army is being reorganized.

PARIS, July 28.—The French Government has decided to send a mission to the East.

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Frightful Railway Accident.

THE THOUSAND ISLANDS TRAIN RUNS INTO A CAR ON THE TRACK.

ROCKFORD, July 28.—As the Thousand Islands train, running at high speed on the main line, reached Carleton, the engineer noticed a single car on the track ahead.

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SPORTING NEWS.

ATLETICS.

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GRAND TRUNK RAILWAY.

COMMENCING Monday, June 25th, 1883.

GOING WEST.

11.30 A.M.—Mixed Train to Richmond, Montreal, Sherbrooke, Island Pond, and all Local Stations.

8.40 P.M.—Night Express for Sherbrooke, Island Pond, Gosham, Lewiston, Portland, Montreal, and points East, West, South-West and North-West.

GOING EAST.

Leaving Montreal..... 10.15 P.M.

Arriving at Point St. Charles..... 6.30 A.M.

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Intercolonial Railway.

1883 Summer Arrangement. 1883

ON AND AFTER MONDAY, THE 25th

June, the Trains of the Railway will run daily (Sundays excepted) as follows:

Will Leave Point Levels.

EXPRESS for Halifax and St. John.

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NEW ADVERTISEMENTS.

Wanted—J. Rutland & Co.
Thousand Islands, River St. Lawrence—L. Van
loughant.
For Sale or Let—Jules Richard.
Clerk Wanted—P. O. Box 1,024.
Eggar's Wine of Remedy—Dr. E. Morin.
Sale of Original Oil Paintings—A. J. Mathan
& Co.
Storage—Verret, Stewart & Co.
Salt & Salt—Do.
Shill's Cataract Remedy.
Indian of Orleans Ferry—Capt. Boldin.
Fishing Tackle—S. J. Shaw & Co.
Great Bargains—Glover, Fry & Co.
To Tourists—G. Siffert.
Gentlemen's Furnishings—Fyle & Leitch.

Use Campbell's Quinine Wine,

—THE—
Great Invigorating Tonic

OF THE DAY.
THE ORIGINAL AND ONLY GENUINE.

A large supply just received by
RODGERICK McLEOD.
May 2, 1883. Cm

QUEBEC, MONDAY, JULY 30, 1883.

CHEAP POSTAGE.

The two cent rate on letters weighing
half an ounce and under goes into operation
in the United States on the first of
October next. The Dominion Government
should follow suit and make the rate
throughout the Dominion the same. In-
deed, it might be just as well to extend the
arrangement to the United States also and
make one cheap rate throughout the whole
American Continent. In a very short time
the experiment, we feel sure, would be
bound to pay.

THE SCOURGE.

Everyone dreads the cholera, and the
ravages of that disease in Egypt, have in-
fluenced the public mind in almost every
country in the world, and precautions are
being taken to lessen its development. In
one day in Cairo there were no fewer than
422 deaths from cholera alone. On another
day there were 311, including a British
Lieutenant and 8 soldiers. In Alexandria
quite a number of fatal cases are reported,
and the health bulletins state that, in one
day the following reports of deaths from
this cause came to hand:—At Damietta,
5; Tanta, 28; Mehallah, 25; Chobar, 6;
Samaouh, 7; Melah, 56; Zifrah, 21;
Mansourah, 12; Ghizeh, 55; and Men-
gela, 3. Already the British army in
Egypt has suffered severely, and up to the
present time twenty-eight men have died.
Of course, the Government is doing its ut-
most to stay the growth and spread of the
scourge, but unfortunately it has gained so
much headway that the authorities find
themselves unable to cope with it as they
would wish. Forty army hospital corps
have been ordered to Egypt, and in a few
days more will follow. Meanwhile, India,
Spain, Germany, France and the
United States are fully aroused to a sense
of their danger should the disease cross
the seas and enter any of their respective
ports. A deputation of the British Medi-
cal Association and several members of
Parliament called, the other day, upon
Mr. JOSEPH CHAMBERLAIN, President of
the Board of Trade, and asked him to ap-
point a committee to consider the inad-
quate medical and sanitary manage-
ment of the Atlantic steamer. They dwell
very strongly upon the want of proper
safeguards on emigrant vessels, from which
a large annual sacrifice of human life re-
sults. It was suggested, at the inter-
view, that ship-owners be compelled to
increase the pay of ship surgeons and that
the American Government be requested to
contribute a small percentage of the cost of
vaccinating passengers on board of vessels.
Mr. CHAMBERLAIN promised to introduce
in Parliament, in 1884, a bill dealing with
the whole matter. The American Consul
at Liverpool, has appointed a physician to
inspect passengers and cargoes bound to
the United States ports.

The present fright will likely lead to a
change in the law respecting the importa-
tion of rats from abroad. A whole cargo
of these materials for the manufacture of
paper was shipped from one of the infected
ports for England, a short time ago. The
Liverpool authorities refused to allow the
rats to be landed, and the Town Council
promptly decided to apply for power to
deal with such shipments in the future.
The ship then left for the United States,
her destination being either New York or
Boston. By the time that she arrives on
this side of the ocean, she will find that
the Health Officers at Quarantine have
taken extreme measures respecting the
importation of the articles which form her
cargo. No one believes that the rats were
shipped for any other than a legitimate
purpose, but every means must be adopted
to prevent the introduction
of infectious and contagious diseases
through this dangerous medium.

There is still a difference of opinion, we
find, with regard to the disease which is
carrying off so many persons in Egypt.
Some good authorities declare that it is
not cholera at all, but cholera fever.
The latter, however, is said to be even
more deadly in its effects than cholera
proper, so the result really gains no ad-
vantage, so far as results are concerned,
should it turn to be cholera fever. It is
stated, on apparently reliable authority,
that this fever, though very deadly in its
effects on the patient attacked, is not
nearly so contagious as the loathsome
disease which every one dreads. But that
as it may, it will, we think, for us to
guard against the scourge's gaining a
foothold among us, by every means
in our power. Quebec is, in our opinion,
not as well prepared to resist such an
attack, should it come upon us, as we
would wish. We must have an abundance
of pure water, perfect sewerage, and clean-
liness in all our streets, back-yards and
houses. We must leave no precaution
untried, and every landlord and tenant
have duties to perform which should not
be neglected or postponed a single day.
Every individual in our city should con-
stitute himself a health officer and look
carefully after the sanitary arrangements
of his own house. It is no use to be
wise after the event. Now is the time to
clean up and remain pure and sweet. We
hope the civic authorities will become alive
to their duties and responsibilities in this
matter. They should not rest until a
searching examination into the premises of
everybody has been made, and duly re-
ported upon. Even should we escape the
cholera, or cholera fever, there are other
pestilential diseases which might sweep
down upon us at any time. We must be
in a position to resist any
epidemic. Some diseases spread by their
germs by means of the air. If our
houses are pure we may escape such

NOTES AND NEWS.

scourges, and our people should be seized
with the importance of setting their houses
in order, before it is too late. A corres-
pondent in the CHRONICLE this morning,
calls attention to the condition of St. Lau-
rent. The authorities, who are responsi-
ble for that state of things, should lose no
time in looking into the matter. What
our correspondent says is worthy of
instant enquiry, and delay in making an
investigation in that section of the county,
would be little short of criminal.

Vice-Admiralty Court.

The "Monark," Holsten, Master.
JURISDICTION—WAGES.

The 189th section of the Merchant Shipping
Act 1854, applies to foreign as well as British
vessels, and a Vice-Admiralty Court cannot
entertain a suit for seamen's wages, re-
mand being below £50, unless upon a re-
ference as prescribed by that Act.

A seaman of the "Monark," a Norwegian
ship, engaged at Antwerp, where he was
informed that her destination was New York.
He did not sign articles. After sailing he
learned that she was on a voyage to the port
of Quebec, and after her arrival there he
demanded his discharge and wages. Subse-
quently he brought this suit, which was tried
privately, and at the argument exception to the
jurisdiction was taken on the ground that
the amount in controversy was less than £50,
and that the Court must *ex-officio* de-
cline exercising its jurisdiction.

JUDGMENT.—Hon. G. O'Brien Stuart. In this
case which is a suit for wages for \$84.40, the
demand is admitted to the extent of \$16.13,
but at a summary trial, without any plea to
the jurisdiction, it was argued for the respon-
dent that this Court had no jurisdiction as to
the amount in controversy was less than £50,
and that consequently it was taken away by
the 189th section of the Merchant Shipping
Act, 1854. "Two cases of the same kind,"
said the learned Judge, "are cited in support of
this position, wherein it was decided that, a less
sum than £50, being due to the seaman, the
Court was competent to entertain the suit, and
that the 189th section of the Act being upon
the same footing as a seaman, the Court could
not take cognizance of the matter."

The 189th section of the Act, which is
intended for the recovery of wages under the
sum of £50, shall be instituted by any
seaman in any Court of Admiralty or Vice-
Admiralty, (with the exception of the section
of which this case is not one), unless any
justice acting under the authority of this Act
refer the case to be adjudged by the Court.
By the same Act, section 188, a seaman can
only sue for wages in a summary manner before
two Justices or a stipendiary magistrate where the
amount does not exceed £25. As respects
British vessels and seamen, the section of the
statute limiting the jurisdiction to £50 has been
continually acted on by this Court since
the decision in the case referred to, but
the present suit, it is now said, is against a
foreign ship, and that the section of the statute
limiting the jurisdiction to £50, does not apply
to the jurisdiction of this Court exercised as it
stood previous to the M. S. Act, 1854. Upon
a careful examination of cases decided under
this section, I find none in which the
question was raised or examined. The only
one in which it is alluded to is that of
Darnley v. Chapman (18), in which the
Court, by Mr. Justice Stirling, referred to, and
in which it was held that, in order to be
admitted to sue, the seaman must be a British
subject, and that it is to be observed, applies
to matters affecting the substance of the remedy
and not the form. In the former case, a
seaman claimed wages against the master, and
a part owner of an American ship, and upon
an incidental question to set aside a capias
issued by the latter, the Court held that the
section applied to a claim for wages earned on
board an American ship. On the other hand, there
is the case of the "Mildred" which would
seem to cover the point now in controversy.
(d.) It was there held in a suit for wages by
a master, who is placed on the same footing
by the Act as a seaman, in respect of the re-
covery of wages, that the 189th section
which does so extends to the matters of
foreign ships, and gives them a
summary remedy, and that the master and
seaman, having thus the same remedy for
their wages, the observations of the Court in
that case are applicable to this. The language
of Mr. Justice Stirling was, "But what is
there to prevent the application of the Mer-
chant Shipping Act, 1854, the 189th section of
which gives the seaman the same rights and
remedy for the recovery of his wages as a
seaman have? The construction put upon the
296th section of the Act in cases of collision,
where foreign vessels are concerned, is a
construed, cannot bind it in the present case.
In cases of collision the Court has held that a
British steamer is to be treated as a British
vessel in the higher courts, including
the Vice-Admiralty. The general rule
has been that where vessels are within
British waters, a statute, general in terms and
intended for the recovery of wages, would
apply to foreigners, as in the case of
statutory obligations to take pilots on board."
According to this authority, the promoter
in this suit would have his remedy under the
189th section, only under the restrictions there-
in stated. The object of the Legislature in
1854, affords no aid in this case. So many
of the Justices of the Peace acting in or near
to the place at which the service has terminated
as a claimant for wages, and so many of the
things above £50 the seaman has this Court
as his tribunal, and for anything but that
sum he has the Justices, with this further
aid, however, that his case may be before
this Court should the Justices see fit to refer
it. These provisions have operated well as
regards British ships, by affording an effective
and speedy remedy to the ship-owner, and
the seaman. But it is said that the 189th section
does not comprise foreign ships. The language
is most comprehensive, and it is not in
any suit or proceeding for the recovery of
wages under the sum of £50 shall be insti-
tuted by or on behalf of any seaman or ap-
prentice in or upon any British ship, or
Vice-Admiralty. Why should not foreigners
profit by this most beneficial piece of legisla-
tion? The law is not in dispute. It is dis-
cretionary with this Court to adjudicate upon
suits for foreigners for wages, and in the ex-
ercise of that discretion I cannot distinguish
where the law does not, as between British
subjects and foreigners. Seamen, without
distinction, are brought under the enactment,
and it is a principle of law not to be ques-
tioned that of the contract, *loci contractus*, is to be observed in
deciding on the nature, validity and extent
of a contract; but the principle is not in
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the state in which the action is brought.
This is a law in the United States (c), and
there is no reason why it should not be
applied to the same subject, and the Court,
within whose jurisdiction the thing is situ-
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that the law does not, as between British
subjects and foreigners. Seamen, without
distinction, are brought under the enactment,
and it is a principle of law not to be ques-
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SUTHERLAND'S RHEUMATISM CURE

And all complaints of a Rheumatic nature, RHEUMATISM is not a sovereign remedy for all the ills that flesh is heir to, but for NEURALGIA, SCIATICA, RHEUMATISM, and complaints of Rheumatic nature.

IT IS A SURE CURE

Extract from a letter just received (Dec. 1882) by Mrs. Thomas Murray, from her husband, MR. THOMAS MURRAY, who was for many years Bridge Constructor for the G. W. Railway at Niagara Falls, afterwards one of the Contractors on the enlarged Welland Canal (Sec. 12), and is now in Northern Michigan, looking after his timber interests in that State. He writes:

"I tell Sutherland I am now starting for the woods with 36 men. While I will be all winter, and that I am now without ache or pain in either my knees or arms (something I have not known for years), thanks to the two bottles of Rheumatism which I procured from him before leaving St. Catharines."

SOLD BY ALL DRUGGISTS.

The Rheumatism Manufacturing Co.,

NIAGARA FALLS, ONT.

July 26, 1883. ap19-Lm-dkw

EAGAR'S

Wine of Rennet,

For Making Sweet Card, Junket,

Cheese Cake, &c., &c.

ONE TEASPOONFUL OF THE WINE mixed with half pint of warm (not milk, and set aside in a dish or crock for a few hours, will produce a curd or junket, which can be eaten with Cream or Wine Sauce as a Dessert or for Tea and will be found to be a delicious addition to any meal. It can be made in five minutes and costs but a few cents.

This preparation combines the digestive principle of the stomach with the active principle of the Rennet of the moulting calf, and it is therefore an excellent remedy for indigestion and flatulence, as well as a delicious Dessert.

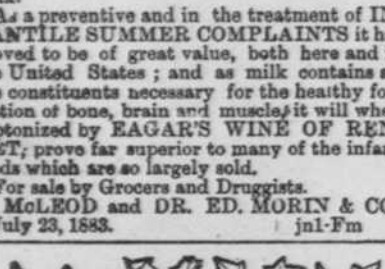
The collection of milk being the first step of the process of digestion, the natural milk made by the WINE OF RENNET (which is peptonized milk), will prove a valuable food for infants who have been deprived of the breast, and who have a difficulty in digesting cow's milk.

As a preventive and in the treatment of INFANTILE SUMMER COMPLAINTS it has proved to be of great value, both here and in the United States; and it is contained in all the constitutions necessary for the healthy formation of bones, muscles, and skin, and is the only food which can be safely given to infants.

For sale by Grocers and Druggists.

R. McLEOD and DR. ED. MORRIS & CO.,

July 26, 1883. jnl-Fm



Lydia E. Pinkham

LYDIA E. PINKHAM'S

VEGETABLE COMPOUND,

Is a Positive Cure

For all the Painful Complaints and Weaknesses

as common to our best female population.

A Medicine for Women, Prepared by a Woman.

The Compound is a Powerful Blood Purifier

and restores the system to its normal condition.

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The author of "Kathleen Ma-

bourne."

The Charleston, S. C., News tells a curious

story: Read. Nicholas Cronch, born in Eng-

land, 1808, was brought up as a musician in

the English Chapel Royal, and early in life

became famous as a composer. He wrote

"Zephyrus of Love" for Miss Annie Tre-

vel, and "Swiss Song of Meeting" for Mal-

trava. He was a composer of many songs

and was a member of the House of Commons

and the House of Lords. He was a member

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THE MORNING CHRONICLE, MONDAY, JULY 30, 1883.

of Antioch, Same day at 2 p.m., pass-

ing the "Lakeland" of Cape Breton, all bound

East.

Wm. BENSON.

The "Lakeland" left for Montreal at 6.15

p.m. on Sunday.

SIGNAL AND TELEGRAPH SERVICE.

Daily Weather and Shipping Report.

Signal Stations.

Littleton, N. H. 3.00 p.m. - Cloudy light

NE wind; sea calm; light at 12.15 p.m.;

as N. this p.m. (---) inward 11.10 a.m.;

place within 10 miles; 10 miles; 10

inward 8 a.m.; 5 bars and one ship out-

ward to-day.

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