

DOMINION PARLIAMENT.

The Governor General's Speech.

Ottawa, March 27.
Parliament was opened to-day, by His Excellency the Governor General with the following speech:

HON. GENTLEMEN OF THE SENATE:
GENTLEMEN OF THE HOUSE OF COMMONS:
I have convened Parliament at the earliest possible moment consistent with the delay entailed by the recent dissolution.

Your attention will be invited during the present session to measures having reference to the representation of the people in Parliament, embracing the system now prevailing in Great Britain, and in most other countries enjoying constitutional Government of taking votes by ballot, and to the establishment of a general Court of Appeals.

Measures will also be submitted to you for the amendment of the laws relating to contested elections, the militia, and insolvency.

The enactment of 1873 respecting the Canadian Pacific Railway has failed to secure the prosecution of that great enterprise, you will be called upon to consider what plan will best and most speedily provide the means of transcontinental communication with British Columbia.

A report of the Chief Engineer will be laid before you, showing what progress was made during the past year in the surveys connected with the proposed line.

The destruction of railway offices by fire involved a serious loss of plans and papers, the possession of which would have made the report more complete.

The canal and harbor improvements are being vigorously prosecuted, with a view to ensure an equal accommodation for the rapidly growing trade of the country.

The report of the Chief Engineer of the Department of Public Works on the proposed canal between the Gulf of St. Lawrence and the Bay of Fundy will be submitted for your consideration.

With the progress already made in the construction of the Intercolonial Railway another year will be required to complete it. A report indicating its actual condition will be laid before Parliament, and a measure will be introduced to vest in the Department of Public Works the powers now exercised by the Board of Railway Commissioners.

The question of compensation due to the Dominion for the fishery privileges conceded to the United States by the treaty of 1871, and the tendency to widen reciprocal trade relations with that country, at the instance of my Government the Imperial authorities have given directions to the British Minister to discuss the whole subject with the Administration at Washington, and have associated with him for this purpose a Canadian commissioner.

Gentlemen of the House of Commons.
The accounts of the last financial year will be laid before you, as well as a statement of the receipts and expenditures of the present year, to the latest practicable period. I regret to state that the receipts of the current year will not be sufficient to meet the expenditures. It will, therefore, be necessary for you to consider the best means to be adopted for making good the anticipated deficiency.

The estimates for the ensuing year will be laid before you. They have been prepared with as much regard to economy as is consistent with the efficiency of the public service.

Hon. Gentlemen of the Senate.
Gentlemen of the House of Commons.
The combined efforts of the Dominion and Provincial Governments to promote immigration have met with a reasonable measure of success, thus adding a considerable number of desirable persons from other countries to the industrial population. Notwithstanding the commercial depression which, through exceptional causes, prevailed to some extent during the past year it is satisfactory to know that the general prosperity was not thereby seriously affected.

I do not doubt but that, as the great natural resources of the Dominion become more widely appreciated, the results will be a healthy stimulus to the enterprise and energy of our people, and a still larger accession to our numbers.

I trust that your deliberations may be directed by wisdom and guided by Divine Providence.

The ministers appeared in plain dress, except Hon. Mr. Huntington and Mr. St. John, who wore the Windsor uniform.

Returning to the Commons Chamber, Hon. Mr. Mackenzie moved that the consideration of the speech be taken up on Monday.

The usual formal motions passed, and the House adjourned.

At a meeting of the Press afterwards, it was resolved that members of the Civil Service be excluded from the Reporters' Gallery, except those who had already made engagements with newspapers. Applications were received from several ministers, among them Hon. Mr. Ross, for the private Secretary to be allowed seats in the Reporters' Gallery, some of them to act as reporters. The application was unanimously rejected, except in case of the Premier's Secretary, who always gets admitted. Hon. Mr. Laird's Secretary also got permission, as before coming he was engaged to report for the "Patriot." Rel is in Ottawa.

Telegraphic News.

Ottawa, March 28.
Dr. Baillargren and Col. Pangt are gazetted to the Senate.

The following are named as the ports for the registration, etc., of ships in New Brunswick: Chatham, Dorchester, Richibucto, Sackville, St. Andrews, and St. John in Nova Scotia: Amherst, Annapolis, Arichat, Bar-

ington, Digby, Guysborough, Halifax, Liverpool, Lunenburg, Miramichi, Parrsboro, Pictou, Port Hawkesbury, Shelburne, Sydney, Weymouth, Windsor, Yarmouth, and Port Medway. In Prince Edward Island, Charlottetown, the collectors of customs to be registrars at these ports.

The collectors of customs at several ports mentioned shall be appointed registrars of shipping, except at Halifax, where the present registrar of shipping shall continue to hold office.

THE LEGISLATURE.

Special despatch to Standard.

FREDERICTON, March 31.
Government bill providing for process of attachment in certain civil suits and abolition of imprisonment for debt, was agreed to last night, with exception of a few minor amendments, which are to be added by Attorney General. It embraces some seventy sections, all of which passed without a division.

To-day Mr. Hibbard presented petition of Alex. Gibson, Wm. Thompson & Co., and others in favor of Bill authorizing persons to remove obstructions from river for lumber driving.

Crawford introduced bill to give additional members to Kings, Carleton, Gloucester and Kent.

Hannington from special committee on Small pox accounts of Board of Health Wakefield parish, Carleton, reported. They recommend accounts be paid, but think local authorities did not do their duty in the matter; while the Board was extravagant in their expenditure.

Hon. Mr. Stevenson introduced a bill relating to Land Surveyors, and of lands.

Alward's bill to provide for simultaneous elections was committed, and defeated on division of 29 to 17.

Mr. Wedderburn committed bill to abolish Legislative Council, and made a half hour speech; he thought measure should pass because our powers of legislation were limited, and experience has shown that checks were not needed to any extent. Vacancies are not filled in that body, while in past four years election law, school law, common law procedure bill, railway bill, and other important measures have engaged attention of the House.

Upper House has not found it necessary to amend any there. Lieut. Governor and Comptroller General and Imperial authorities are sufficient check, and the \$10,000,000 that body costs the country might be more judiciously spent in other services. At close of his speech debate adjourned till to-morrow.

The Standard.

SAINT ANDREWS, APRIL 1, 1874.

The Legislature will be prorogued on Monday next.

The Government Railway Bill has passed the House. It is a comprehensive and important measure, and affects the financial policy of the Province; and appears to be a heavy burden for the country to undertake; according to its provisions every County in New Brunswick will have a railroad of its own, or passing through it. We cannot see how all the roads projected are to be built, or that it is probable that they will all be commenced in one year, as the country could not stand it.

We approve of progress, but there is such a thing as running hopelessly in debt without the means to pay. An important question, having a direct bearing on the bill—can the Province afford the contemplated aid to these lines, without trenching upon the great and bye road and other necessary grants. There are other interests beside railways to be considered; and we agree with a member who said, "the bill had more claws than the lobster net."

We are rather pleased with Mr. Wedderburn's views, and believe his figures to be nearer the mark than others. It is no easy matter for the Government to please all the constituencies. If the people are satisfied, they pay the taxes.

CANDIDATES—"the crop that never fails" promises to be an abundant one, if we can trust the letter of a correspondent. It looks however like a joke, to mention the names of persons who are not qualified by education or otherwise. We happen to know the source from which the report emanates, and can place no reliance upon it.

On our first page we have noticed at some length the admirable School Report of the Chief Superintendent, and have also given an extract from County Inspector's, who speaks in commendatory terms of the "energetic Board of Trustees, St. Andrews." He will be pleased to learn, that their energy does not flag—they have recently furnished all the departments in new school building, with Teachers' Desks of modern approved pattern, manufactured by our townsman, Mr. John McLachlan. In appearance and workmanship, they are not inferior to any imported or manufactured in the Province.

THE Rev. W. P. BROWN, of Woodstock, will preach in Greenock Church, on Sabbath next, in the morning and evening, at the usual hours.

Mr. Anglin was unanimously elected Speaker of the House of Commons. As a journalist, his elevation to the position of "First Commoner," is an honor to the press of the Province.

How is it?—The Hon. Mr. Chandler, in one of his speeches in favor of Confederation, in 1865, told the farmers of Westmoreland that Canada was not a grazing country, and that one of the benefits which they would derive from Confederation would be the opening of a better market for their beef cattle. We have not heard of the Westmoreland farmers exporting any cattle to Canada, but we do hear of the St. John butchers exporting beef cattle from Canada.—[Globe.]

DOMINION PARLIAMENT.—On Monday last Mr. Moss moved the Address in reply to the Speech in a lengthy address, which breathed these loyal sentiments which show the faith he has in his native land.

Mr. Laurier Seconded the address in French.

Sir John A. Macdonald complimented Mr. Moss and was pleased that Mr. M. had expressed his disapprobation of annexation Mr. Corigan in his speech censured the Premier for not advising the Governor General to dissolve the New Brunswick school legislation. He will bring the matter up again before Parliament, and he believed the large majority would support some measure affording relief to the Catholic minority. How will he or Parliament get over Earl Kimberley's dispatch? That's the question.

That useless "Want of Confidence" debate, took up seventeen hours and twenty minutes; and what has it effected? Just this, it has lessened our legislature in the minds of our neighbors all around.

The weather still continues cold and misty and until there is a good rain, "winter will linger in the lap of spring."

RIEL.—Wonders will never cease.—Louis Rié, guarded by a detachment of soldiers, entered the House of Commons, on Monday last, was sworn in, and signed the members' roll. He did not take his seat however, nor will he do so until after the present discussion on his case, before Parliament. From the debate, it appears that Hon. Mr. Dorian stated that Cartier, in reply to Father Rié, pointed that an amnesty to Rié had been promised.

Harpers Magazine.
Seventy eight engravings, including the illustrations of the Editor's Drawer, embellish the April Number of Harper's Magazine. And the number of the illustrations is not more striking than their excellence and remarkable variety.

The number of 22 with an illustrated paper by Charles D. R. on "The Farall Islands." Olive Logan contributes a very interesting and profusely illustrated paper on "The Secret Regions of the Stage."

The approaching centennial anniversary of Goldsmith's death renders peculiarly timely Mr. George M. Towle's paper on "Olive Goldsmith."

Monsieur D. Conway contributes a very interesting illustrated paper on "Bonnie Bell," by Kate Putnam Osgood, and "The Moorings," by Will Wallace Harney—both masterfully to the illustrations of the Number.

One of the most remarkable features of the Number is the first of a series of papers by General George B. McClellan on "Army Organization." A very important article is contributed by Charles D. Decker on "The Defective Classes"—the deaf, dumb, blind, and feeble-minded—in the United States.

Among the other miscellaneous articles of interest are a brief sketch of Thomas Carlyle, by James Grant Wilson; some more "Recollections of an Old Stager;" and a thrilling description of "Slave Hunts in Central Africa."

The Editor's Easy Chair discusses the religious character of Communism in Tompkins Square; the American feeling toward England; and Disraeli, the leader of English Tories. The Literary, Scientific, and Historical Summaries are very valuable and comprehensive; and an unusually amusing Drawer, with several illustrations, concludes a Number of great brilliancy and attractiveness.

A SCENE AT THE MARKET SLIP, ST. JOHN.—An exciting scene was witnessed at the Market Slip yesterday afternoon. Mr. John Tucker's (English Lloyd's) hired man had a team of horses, with a large wagon attached, standing on the North Wharf, in front of Messrs. Harford Bros., waiting for a load of feed. The animals are restive beasts, and the driver was afraid to leave them alone. Suddenly while the rear of the wagon faced the edge of the wharf, the horses began to move backward, and the driver quickly caught them at the head. He commenced to shout "ho-a," "ho-a," and endeavored to hold them steady, but he failed, for back—back—back—went the wagon and the horses, until the edge of the wharf was reached. The log at the edge made but little obstruction, for the hind wheels soon glided over it, and then the remainder of the wagon and the horses—the latter seeming to go hand over heels—tumbled into the slip. The accident occurred at the bow of the schooner "Charity," and the horses narrowly escaped dropping on board the vessel. The tide was in the slip at the time, but at this place the water was only to the horses' hips. In going over the wharf the pole of the wagon broke, and the horses were thus freed from the encumbrance. But they were still badly off; for the right fore-foot of one of the teams got across the neck of the other, and became caught in the harness. After some delay, a boat was put off from the schooner, and the horses were relieved from their uncomfortable position, and they were then led safely ashore, seemingly unharmed. The driver did not fall overboard. An immense crowd gathered on the wharf, while the

horses were in the water, and as usual in such cases those who were so lazy to do anything themselves were most loud in giving advice to those who were working to save the beasts.—[Globe.]

The Forty-second at Coomassie.

The conduct of the Forty-second Highlanders on many fields has been considerably belauded, but mere laudation is not enough for the gallantry which has distinguished this regiment when in action. Its bearing has been beyond praise as a model regiment, exceedingly well disciplined, and individually nothing could surpass the standing and gallantry which distinguished each member of the Forty-second or the Black Watch.

They proceeded along the well-ambushed road as if on parade by twos.

"The Forty-second will fire by companies, front rank to the right, rear rank to the left," shouted Colonel McLeod. "A company, front rank, fire! rear rank, fire!" and so on, and thus vomiting out two scores of bullets to the right and two scores to the left, the companies volleyed and thundered as they marched past the ambuscades, the bagpipes playing, the cheers rising from the throats of the lads.

Scots until the forest rang again with the discordant melody of musketry, bagpipe music and vocal sounds.

Rail's artillery now and then gave tongue with its usual deep roar and crash, and with an emphasis and result which must have recalled to the minds of the Ashantee memories of the bloody field of Amoafo, where Captain Rait and his subalterns, Knox and Saunders signified themselves conspicuously.

But it was the audacious spirit and true military bearing on the part of the Highlanders, as they moved down the road toward Coomassie, which challenged admiration this day. Very many were borne back frightfully disfigured and seriously wounded, but the regiment never halted nor wavered: on it went, until the Ashantes, perceiving it useless to fight against men who would advance heedless of ambuscades, rose from their covert and fled panic-stricken towards Coomassie, being perforated with balls whenever they showed themselves to the hawk-eyed Scots. Indeed, I only wish I had enough time given me to frame in fit words the unqualified admiration which the conduct of the Forty-second kindled in all who saw or heard of it.

One man exhibited himself eminently brave among brave men. His name was Thomas Adams. It is said that he led the way to Coomassie, and kept himself about ten yards ahead of his regiment, the target for many hundred guns; but that, despite the annoying noise of iron and leaden slugs, the man bounded on the road like a well-taught bound on a hot seat.

This example, together with the cool, calm commands of Colonel McLeod, had a marvellous effect on the Highlanders; so much so that the conduct of all other white regiments engaged on this day pale before that of the Forty-second.

Frequently during the hot and rapid march into Coomassie the Highlanders saw emerging from the bushes several scores of fugitives, who found their movements accelerated by the volleys they received on such occasions. Villagers after village along the road heard the distant booming of the guns which the fugitives conveyed, and, long before the Highlanders approached the place where the King had remained during the battle, the King had decamped because of these reports.

A Great Contrast.

A letter from Bishop Peck in the New York "Christian Advocate," gives an account of his journey from the East to California, and the extraordinary changes of climate which he experienced in a very short time. In going down the Western slope of the Rocky Mountains, the changing is surprising. Bishop Peck says, "Think of rising in the morning, freezing with cold, and sitting down to a splendid dinner about one p.m., amid the freshness and beauty of a lovely spring!" The Bishop adds something equally wonderful. He says: "On the seventeenth of January, 1874, I enjoyed a large dish of luxurious strawberries, picked in the field of my friend Dr. Healden, of Santa Clara, that morning!" Is it not a luxury to think of me eating plentifully of the richest strawberries, picked in the middle of January, and then dining on nice green peas, raised outdoors? Do you not enjoy the thought of it? And then think of the nice fresh bouquet, from outdoors, placed on the piano; two others on the mantel in my chamber; a rich opening rosebud brought in and put into my hand by a sweet little girl! Thanks a ride with me, and see these smiling roses bursting into beauty on the trellises and on the sides of the houses—the hollyhock, the lilac, and the almond trees bursting into bloom!"

A HILL OF SULPHUR.—One of the most remarkable deposits of native sulphur, as yet discovered, is a great hill composed of the almost pure article, found some two years ago at a distance of thirty miles south of the Union Pacific Railway and nine hundred miles west of Omaha. This marvelous deposit is found to consist almost wholly of sulphur, containing only 15 per cent of impurities. The best deposits heretofore available are those found in Sicily. The principal supplies for the manufacture of sulphuric acid come from there; the deposits contain 33 per cent of impurities and 65 per cent of sulphur. The western sulphur hill, therefore, is much the most valuable, and promises to become ere long of great importance to the country.

DIED.

At St. Stephen, on the 29th March, Mr. Eban Cumberland, aged 64, leaving a large family to mourn their loss. Mr. Cumberland was an old resident of this place, and had been master work-

man at the erection of many mills and wharves in various parts of this County.

On the 27th ult., in the 42d year of her age, Sarah, wife of Mr. Edward DeWolfe, leaving a sorrowing husband and family, to lament the loss of an affectionate wife and mother.

At his residence, St. Stephen, on the 27th ult., after a lingering illness, DUGALD THOMSON, in the 46th year of his age, leaving a wife and child, and a large circle of friends to mourn their loss.

At Paradise Row, St. John on Sunday morning, the 29th ult., of spina meningitis, JAMES JOHNSTON, infant son of Rev. George J. and Annabell Cair, aged 8 months and 21 days.

Ship News.

PORT OF ST. ANDREWS.

ARRIVED.

March 25, Schr. Ingalls, Ingalls, Machias, ballast.

26, Franklin, Hannon, Boston, turpentine, W. Whitlock.

30, Sabao, Lamson, Jonesport, ballast.

March 25, Sarah Giles, Giles, Boston, 40M. Hemlock boards, 573M. laths, 1066 sleepers, Robinson & Glenn.

28, P. Peter, Tilton, Boston, 1400 sleepers, R. Ross.

33, Sabao, Lamson, N. York, 500 pilings, J. Hannon.

31, Antelope, Gaynor, Boston, 1600 sleepers, Goodnow & Co.

April 1, Esther, Mahoney, Boston, 2600 sleepers, Goodnow & Co.

Broad-Hill, Britt, New York, 772 M. laths, Robinson & Glenn.

TO LET. THE STORE AND

Premises situate on Southeast side of Market Square, at present occupied by E. L. Rimer. Possession given on the 1st May next.

JAMES BOYD.

St. Andrews, March 31, 1874.

NOTICE.

SEALED TENDERS marked "Tenders for Coomassie Bridge" will be received at the Department of Public Works, Fredericton, until Saturday, the (11th) fourth day of April next, noon, for the

Re-Building of Coomassie Bridge, at Hart's Mills (so called) according to plans and specification, to be seen at the Public Works Office, and at the store of Mr. Alfred A. Robinson, near the site of said bridge, on and after the 29th instant. There will be a quantity of dimension Cedar Logs furnished at or near the site of said bridge for the building of the abutments, which the contractor will be required to take, payment for the same to be deducted from his contract at the rate of eight dollars and fifty cents per thousand feet, log measure.

The names of two responsible persons will be required for the faithful performance of the contract.

The Commissioner does not bind himself to accept the lowest or any tender.

WM. M. KELLY,
Chief Commissioner Public Works,
Department Public Works,
Fredericton, March 27, 1874. } mar 25 21

Government House, Ottawa.

Friday, 6th day of March, 1874.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS doubts have arisen as to the description of articles contemplated by the terms "Fish hooks, nets and seine lines and twines," used in Schedule C to the Act 51 Victoria (chapter 41) and it is expedient that the meaning of the same should be defined and declared;

His Excellency on the recommendation of the Hon. the Minister of Customs, and under the provisions of a section of the Act 21 Victoria (chapter 6) has been pleased to Order and declare, and it is hereby declared and declared that the following words in Schedule C to the Act first above mentioned, viz: "Fish hooks, nets and seines, lines and twines" shall from and after the passing of this Order be taken to mean Fish hooks, fishing nets, and seines and fishing lines and twines and no other; and that the Collector of Customs at any Port at which such goods shall be imported be and he is hereby authorized before passing to a free entry of such articles to require the importer thereof to make oath to the fact that such nets, seines, lines and twines are so imported for fishing purposes only.

W. A. HIMSWORD,
mar 25 31 Clerk Privy Council.

NOTICE.

CUSTOMS DEPARTMENT.

Ottawa, 5th March, 1874.

NOTICE is hereby given that His Excellency, the Governor General, by an Order in Council, bearing date the 2nd instant, and under the authority vested in him by the 4th Section of the Customs Act 51st Victoria, Cap. 41, to approve of the following interpretation in relation to the definition of "Seine Twines" and "Hook Twines," viz:—

"Fish hooks, nets and seines, lines and twines" shall from that date be taken to mean fish hooks, fishing nets and seines, and fishing lines and twines and no other; and that it will be competent for the Collector at any Port of entry at which such goods are imported to call upon the importer to make oath to the fact that such nets, seines, lines and twines are so imported for fishing purposes only before passing a free entry of such goods.

"Felt for Hats and Boats"—The exemption under this head in the Tariff—Schedule C, is considered to extend, and shall hereafter extend, to an article called "Patent felt" imported for the manufacture of boats and shoes.

By Command,
E. S. M. BOUCHETTE,
mar 25 31 Commissioner of Customs.