

The York Gleaner

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Wednesday, June 27, 1883.

A WORD ON THE COMING EXHIBITION.

We are sorry to be told that the manufacturers of Fredericton do not intend—or will not be able to make any considerable display at the Centennial Dominion Exhibition in October. The excuse given is that they have no time to prepare anything special for the exhibition, on account of the amount of work on hand on order. That excuse tells well for themselves, and speaks well for the times—but, we question, if it is sufficient to exonerate them from blame for not making exertions to make a show in St. John. Looking at it in one way—if they are so busy—they are the more in the way of making a show. The object of an Exhibition, as we understand it, is to bring out specimens of the work the manufacturers are in the habit of putting forth to their customers: staple articles in fact, not articles of special elaborate workmanship, and ornamentation. What we want to see are the ploughs, reapers, mowers, agricultural implements in general, castings, machinery, etc., McFarlane Thompson & Anderson are continually turning out. If they are so busy, they must, by the time that the Exhibition comes round have lots of their productions at hand, and out of them, they could easily make a great display. We cannot believe that with their record in the past it is their intention not to put their best foot foremost to show to the people of New Brunswick, that in their particular line, they need fear no competition with any manufacturers in the Dominion. We may be wrong, but for all that may be said to the contrary we believe that Mr. George Todd will show that in Scotch ploughs, and other agricultural implements, that for good solid work he has done before he is not to be surpassed. We may say of our carriage builders, Edgemoor & Sons whose reputation is more than provincial and likewise of R. Colwell, and Cooper & Pinder that, whatever may be their present intention, we are certain that they will get warm before the time of competition arrives, and send some fine specimens of handiwork to their establishments to Saint John. The displays of leather from the Gibson Leather Company have been much remarked at former exhibitions, and we have not the least doubt they really extended its reputation all over the Dominion and outside. We may say with truth that this company, and the Fredericton Leather Co. also, cannot afford not to exhibit, and not to go beyond anything they have done in this city before. Risteen & Co.'s factory has also attracted much attention by former displays at former shows, and it will be a capital advertisement if they will make such an exhibit of doors, sashes, window frames, newel posts, banisters, desks, chairs, and solid pieces of furniture, cabinets, etc., as will show the progress they have made within the last three years or so. In their line Jeffrey's Furniture Factory should make a good display. In saddlery and harness making, Fredericton should make a good display if McPherson, Rutter and Bradley etc., care to exert themselves. We believe Brown and Risteen could beat the Province for axe-heads if they chose to compete; that McFarlane could beat every competitor in harness.

If our manufacturers fall short, which we shall hope in spite of what is said they will not, we are sure that in the horticultural and floral lines Fredericton will be, we are going to say, *facile princeps*, but, as it is best to be modest, we will say "second to none." And the ladies, we are confident, in all sorts of useful and fancy wares, and their names are infinite, will sustain their own and their city's reputation.

We know that it is the fashion of manufacturers and farmers here to undervalue exhibitions and to maintain that they do no good. Perhaps some treatment, in the past, which they considered unfair, has created an inveterate prejudice in their minds against exhibitions in general, and particularly against exhibitions held here and in St. John. They should endeavor, however, to conquer their individual antipathies or objections, and determine to try again. The universality and frequency with which Exhibitions are held are proofs that they are both profitable and popular. They have stood the test now of over thirty years, (for we take the Universal Exposition in London in 1851 to be the beginning) and the fashion of them has become permanent, or at least they have since then grown strong and are still growing stronger in favor. Since Exhibitions are the fashion, and as it is, if we believe the old saying—"better to be dead than out of the fashion," our manufacturers and our farmers ought to take a hand in the forthcoming Dominion Centennial Exposition, which promises to be the finest, most noteworthy, and interesting exposition of the manufacturing, mechanical, artistic capabilities and agricultural resources that has as yet been held. There is no time to lose, if they really intend, (notwithstanding their present outward seeming indifference to take a part in it,) and they should apply for space to the proper quarter at once.

At a meeting of the Board of Agriculture in St. John last week, some difficulty arose in consequence of a Resolution passed by the Board in relation to the

finances of the Exhibition. The Resolution is as follows:—

Whereas, The law relating to Agriculture makes the Secretary of this Board Treasurer of the Board; therefore

Resolved, That all moneys granted for the Exhibition to be held in October next, in the City of St. John, and all gate receipts, be placed in the Bank of New Brunswick to the credit of the secretary, and that all accounts of expenses incurred in carrying on the Exhibition, after having been approved by an audit committee to be hereafter appointed, and all prize money, etc., be drawn from said bank by cheque of the Secretary of the Board of Agriculture.

It is quite natural that the passage of such a Resolution as this would be regarded as an insult to the Saint John Finance Committee, which is composed of such public spirited men as Sheriff Harding, Mayor Jones, Mr. S. S. Hall, Mr. John Magee, and Mr. Harris Allan. Men such as these, representatives of a city that contributes so handsomely to the Exhibition funds, and who represent the Dominion grant to the Centennial Exhibition, were not to be ruled out of authority by any action of the Board, and for a time the turn of affairs aroused the apprehensions of those most anxious that this Exhibition will be a grand success.

Mr. H. Allan, of the St. John Finance Committee, stated that—

"He and his colleagues had considered the Resolution which was passed on Thursday afternoon as to the receipt of the funds arising from the Exhibition, by the Secretary of the Board, and they felt that such resolution completely ignored the position which the Finance Committee, appointed by the Government, occupied. If this board felt that they must stick by that resolution he was afraid that the members of the St. John committee would resign the position that they held and leave the board to run the exhibition themselves. The Finance Committee was appointed to control the expenditure of the funds of the exhibition, and a large portion of these funds would come from the city, and the passage of this resolution had completely taken the control of the funds out of the hands of that committee. He would suggest that the board reconsider the resolution at the next meeting of the board, when some of the St. John members who were not present then could be in attendance. If this course was not adopted he was afraid that the Mayor would call a meeting of the Common Council of the city and lay his position before the members, asking for their directions in the course he should pursue. He (Mr. Allan) was quite certain that if such action was forced on the city it would greatly damage the prospects of the exhibition, even if it did not prevent it being held. He further stated that if the resolution was acted upon it could only lead to the resignation of the Finance Committee, and leave this board to take the whole of the exhibition in their own hands. He therefore moved that the resolution be rescinded, and that any further discussion come up at the next meeting of the board. He also drew the attention of the board to another very important fact, that there would undoubtedly be some difficulty for this board getting the grant of \$10,000 from the Dominion Government, as well as from the City of St. John. The \$10,000 was to come from the Dominion Government, as this was the Centennial year of the city, and the funds, he believed, would be paid to the Finance Committee of St. John. The amount of \$5,000 that the city were going to give, they might depend, would not be handed over without the representatives had some control in its expenditure. In his opinion, the ultimate success of the Exhibition rested upon the course they now adopted."

He moved a reconsideration of the matter, and after some discussion the motion was lost.

We are glad to see, however, that this action of the Board will have no effect whatever in the management of the Exhibition, as it was beyond its jurisdiction for the Board to pass any such Resolution. The financing question therefore is now just as it was before this Resolution passed, and we presume that in a short time such arrangement will be made regarding it as will be fair and just to all concerned. We feel sure that so far as the Local Government is concerned, they will, as they have in the past, lend their aid and authority only to such matters as will promote the best interests of a grand Exhibition.

The trouble that has arisen seems to us to be due to two causes. First, the haphazard manner in which the late Government, under the leading strings of the Secretary for the Board of Agriculture, undertook preliminary arrangements for the Exhibition. Second, St. John's want of confidence in the Secretary of the Board to control or manage the finances of the Exhibition. For these two causes, there was ample ground for complaint. But now that matters are righted, with good prospect of harmony between all concerned, let us hope to see an Exhibition that will be a grand success—a Dominion Exhibition that will outlive all its predecessors.

CONFEDERATION.

On Sunday next New Brunswick enters on its seventeenth year of Confederation. Looking at the result of Confederation generally it must be admitted that the Dominion, as a whole, has made wonderful strides since the first celebration of its Holiday on July 1st, 1867. Sixteen years ago Confederation was carried but was not consolidated. The B. N. A. Act came in force, but P. E. Island and the vast North-West Territory, and the country from west of the Rocky Mountains to the Pacific Ocean were outside it, and Nova Scotia was in a semi-rebellious mood, and was trying to get clear of it. Since then the Union has been completed. Provinces which had no being or name have been cut out of the North-West Territory, that Territory called the great Lone Land, known only to a few adventurous travellers and sportsmen, and to the fur-traders of the Hudson Bay Company, who jealously kept to themselves the secret of its fertility, has become known far and wide, and has attracted and is attracting a great tide of immigration from the older provinces of the Dominion and from the old country. The great work that in 1867 seemed a dream, impossible of realization for half a century, is being rapidly pushed to completion, and in a very few years, by its railway system the Dominion will have rapid communication from ocean to ocean. The debt of the Dominion, representing mainly public works of utility, has been doubled since 1867, and its revenues and expenditures and the bulk of its trade have very greatly increased. The Dominion

has in sixteen years made great strides towards nationality, but as yet there is no great desire for Independence, save among a few American sympathizers and enthusiasts or vaguely ambitious youths, who imagine that with independence the Dominion will rapidly grow great, and through it a fresh vent will be given to the genius of its people. Whatever change may take place in the course of a decade it is certain that respect and love for the Sovereign and desire to maintain connection with the mother country was never stronger, we venture to say, than in this year of grace—1883.

While it cannot be denied that Confederation, "on the whole," has been a success, it must be admitted that there are causes of dissatisfaction within the Dominion. We do not mean political dissatisfactions, for these will always be while parties struggle for power, because each party is firmly of the opinion that it alone can conduct the country on the path of prosperity and well-being—but rather sectional dissatisfactions—dissatisfactions arising from the fact, that Confederation has not done for certain of the Provinces so much benefit as was at the time of its inauguration anticipated and promised. "Certain of the Provinces" may be considered too sweeping. What we mean is, that the Eastern Provinces, or let us say, the Maritime Provinces have not increased as greatly in Confederation as the Western Provinces, that the Maritime Provinces have not that power and influence in Parliament Government predicted or promised them; the tendency of things is to decrease the power and influence they have rather than to increase it, a tendency which cannot but awaken dissatisfaction with their position, and a desire to break away from the union altogether.

But not to pursue this question further; we will confine ourselves to asking how has Fredericton prospered under Confederation. Has its position changed greatly for the better since 1867. Great things were promised it by enthusiasts or facile-tongued advocates of Confederation, but, do its people feel that it has grown in wealth, population, business importance in the last sixteen years, in degree, proportion or amount to justify their predictions. What has it gained through confederation for the loss of its position as the capital of an independent Province, for the loss, if we may so speak, of the social eclat attending the residence of a crown appointed governor within it. The removal of the military from the capital was contemporaneous with Confederation, though not perhaps, in consequence of it; but in what way have the large expenditures from the military chest been made good to the community? At the time, there were those who drew happy auguries for the future of the city, from the withdrawal of the regulars from it, and who predicted, that the spirit of enterprise would seize on the citizens, and that the loss of military money would be more than made good by the establishment of manufactures, the influx of artisans and laborers, that in short, industries, which would permanently enrich the city, and cause it to grow, and increase would take the place of dash and display, and expenditures which were of no lasting benefit to it. The military and their chiefest too, went, but the manufactures and the artisans did not take their place. The spirit of enterprise did not seize on the citizens who were capitalists; there has been intermittent talk of establishing factories, but the talk has evaporated without action. To originate something to bring business to the city, to give an impulse to enterprise, a Board of Trade had been formed only to collapse, and been re-formed only to re-collapse without effecting anything. In external appearance, Fredericton has, no doubt, greatly improved. Several fine public buildings have been erected since confederation, but the chief of these have been a charge upon the Dominion, the Province, and the City, and are not signs of the city's increasing prosperity. Fredericton certainly has advanced in the direction of increased taxation since confederation, and it may confidently be expected to advance further on that bad road, as the majority of its ratepayers insist that it shall keep pace with great bustling, busy cities in the way of improved asphalt sidewalks and water works. Fredericton, we do not mean to say, has been retrograde in the last sixteen years in every respect; it is much less of a capital than it was before that time though in several respects it is better looking as a city. The external aspect of its stores is now, with their plate-glass fronts, much finer than it used to be; but there is a number of the stores vacant, and of those that are open it is very questionable if they attract customers in proportion to the attraction of their appearance. Judging by the coming and going at the hotels and the movement on the streets, it looks as if the railways, which have come into operation since Confederation, have done very little commensurate with the expectations raised to increase its traffic and its business. In one way they have increased the revenue, thanks mostly to the vigilance of the able marsh—between two and three hundred thousand dollars, we believe. True, the Province gave \$250,000 towards the construction of this line, and the City gave \$50,000, and the County \$30,000, making in all \$330,000, but it did not take all of this to build and equip the road. We are aware of \$50,000 that did not go into this road, but which was granted for this road only, and for which our citizens are paying dearly to day. The road too is in a poor condition; it has been run cheaply in order to realize profits to the managers, and consequently is run down. Then why should Mr. Temple expect to receive such a large amount for it? He did not put a cent into the construction of it; he or the Company was furnished with more money

from Provincial and local sources than was required to build it, and he has been drawing his profits on the road ever since. His demands are too extravagant to be entertained, and if persisted in may cause a turn in affairs which we should not like to see. We hope, however, that Mr. Temple, before he will see the interests of this City and County sacrificed for a time to serve his own ends, will accept Mr. Burpee's offer. Such an act would only be reasonable. It is what our citizens, and others who furnished the money to build the roads want to see him do without trouble or delay. If this is done our railway facilities will be greatly increased, our freight cheapened, and in many other ways will good result to this community. Fredericton will then share with the other parts of the Province in the railway "boom."

MEDICAL NEGLIGENCE DURING THE EGYPTIAN WAR.

It is just now appearing that the British Army in Egypt were cruelly left to the mercy of disease in a dreadful climate, by the negligence of the Medical Staff. The charge is not made on mere rumor or soldierly disaffection, but upon the report of the Committee of Enquiry appointed by Parliament upon the conduct of the medical staff in that campaign. There was disorganization and lack of discipline in the hospital corps, leading to serious suffering among patients, some being left for hours without attention, though supplies were then plentiful. At the Cairo hospitals the cooking was unsatisfactory, and bedsteads, mosquito curtains, and other furniture for a hospital were wanting. The medical staff made frequent demands upon the ordnance store officer, but these stores had not arrived from Cyprus. These articles were expected every day, so the Surgeon General did not buy them in the nearest market.

Five weeks after the army had been in Cairo, Lord Wolsley visited the hospitals and found these articles still wanting. The war was done; the men who had bravely done their duty were wounded or succumbed to disease, and were left without the necessities which the War Department had stored at Cyprus. There are complaints as to treatment on board the ship, of want of cleanliness of the bedding. It is admitted that there was vermin on board, for several of the men had nothing but the clothes in which they were carried to the hospital off the field of battle. One patient did not see a doctor for four days and another died after being without treatment for hours. He fell on the deck and died there. Men would go to the doctors for urgent cholera treatment; one of them, Dr. O'Leary, is known to have sent them away one after another because it was not the hour for issuing medicine. This same doctor, in the midst of the epidemic, invaded himself because he had a disease of the heart! It would now be only proper to invalid him permanently, as men who have such cruel failings about the heart should have no place in the British Army. Its very existence in Egypt turned upon the efficiency of the Medical and Commissariat Departments. Says Lord Wolsley, "I think that in August the Medical Department were beginning to feel a little frightened. The hospitals were in such bad order that they got rid of their patients by putting them on board ship and sending them to England."

Out of 7,212 men 2,321 were invalided to Malta or England, and forty eight per cent. of officers were similarly treated. The number of patients admitted to hospital per 1,000 was 482. If a few weeks more had passed, Lord Wolsley would have had no army, and Tel-el-Kebir would never have been fought. It seems certain that when a soldier goes out to fight the battles of his country, he has to meet two foes—the enemy in the field and the medical staff. The last is the slowest in his operation, but he is not the least cruel or destructive.

THE NEW BRUNSWICK RAILWAY CO. AND THE FREDERICTON RAILWAY.

The upper and the western provinces have had, and to all appearances, have yet, their "boom" in railways, and, as in the general order of things, this Province comes in at the "tail end of the hunt," and is now having its "boom." Not long ago an influential company, the New Brunswick Railway, added to their lines, the New Brunswick and Canada road. On Monday next they make another addition, that of the St. John and Maine. This makes a very important change in railway management—a change that we hope will in the end be a direct benefit to our people. One obstacle, however, must be removed before that change will result in any benefit to us. The management of the Fredericton Railway must under go an entire change; this railway must pass into the hands of the N. B. R. Company. The change will undoubtedly be made sooner or later, but the longer it is delayed the worse it will be for our people. Such benefits as may be expected by the transfer of the St. John & Maine can only be realized after the N. B. R. Company acquire the Fredericton line; indeed if the managers of the Fredericton Railway should continue to decline the offer of this influential corporation to purchase the road a railway "squeeze" will be the inevitable result, and from that an incalculable amount of harm will be done to the trade and commerce of this city and county. At a meeting of railway managers in St. John a few weeks ago Manager Burpee made an offer, we believe, of \$100,000 for the Fredericton Railway, but this was declined by Mr. Temple, who appears to be the principal manager of this line. He was willing to sell, but asks a fabulous sum—between two and three hundred thousand dollars, we believe. True, the Province gave \$250,000 towards the construction of this line, and the City gave \$50,000, and the County \$30,000, making in all \$330,000, but it did not take all of this to build and equip the road. We are aware of \$50,000 that did not go into this road, but which was granted for this road only, and for which our citizens are paying dearly to day. The road too is in a poor condition; it has been run cheaply in order to realize profits to the managers, and consequently is run down. Then why should Mr. Temple expect to receive such a large amount for it? He did not put a cent into the construction of it; he or the Company was furnished with more money

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LIFE AND TIMES OF SIR JOHN A. MACDONALD, BY J. E. COLLINS.

We have not yet seen this book, and are not in a position to judge of its merits. We have seen a great deal about it, and have come to the conclusion that it was got up more with a view to puff those who are in power or those who can return the compliment than to benefit any public interest. Men in their graves who can do nothing for the author have their good deeds buried with their bones, while the living powers have their failings exalted into virtues. The details of Sir John's life are all pictured out in a way to throw a glory around the knight, but unfortunately those acquainted with Sir John and Canadian affairs deny their truthfulness. The Toronto *Globe* says, they are "entirely unreliable," and quotes largely from the book to support its statement. We have had no opportunity of judging of the literary merits of the work, and consequently can express no opinion on that point. We presume, however, that little exception could be taken in this respect. The Hamilton *Times*, in its notice of the book, says—

The book bearing this title is written by Mr. J. E. Collins, contains 642 pages and is published by the Rose Publishing Co. in substantial and attractive style. We do not know Mr. J. E. Collins, but judging from the character of his book he is a man in want of a Government situation, who has decided that the secret way to obtain the object of his desire is to "pull" the Premier and the more influential of his colleagues. To call the book a history would be an abuse of language; it is simply a compilation of distortions and self-advances. The author is an advocate of Canadian Independence, and is of a kind of a hobby. He does not hold that all Tories are angels, but confides his praise to those who are yet living and occupying high positions. For dead Tories like Sir Allan MacNab and Sir George E. Cartier he can find plenty of bitter phrases, particularly when he wants to draw a comparison that will flatter Sir John Macdonald or Sir Hector Langevin and for all Reformers he has a genuine hatred. He pictures Sir Allan as an old fogey who was bound to keep in the front rank after his usefulness was gone. Sir George E. Cartier as a selfish and ambitious man who thought of party before country and of self before party. Hon. George Brown as another self-seeker with an anxious longing after office and its emoluments. Hon. Edward Blake as an iceberg whose mind is always in the clouds. But Sir John Macdonald has no real faults; his seeming faults are but a thin veil hiding transcendent merit. The real shuffle was a master-piece of tactics, according to Mr. Collins' reading, and quite justifiable toward such an opponent as Mr. Brown. Sir John's share in the Pacific Scandal was eminently virtuous and patriotic, and Mr. Huntington and the other Reformers (the author takes pains to explain that he only uses the word Reformers instead of Grit as a matter of courtesy) ought to be execrated for the part they took in exposing that holy transaction. Sir Hector Langevin is credited with ability as a statesman of the highest order, and Sir Leonard Tilley is called a man with clearness of grasp and excellence of judgment upon every question of trade and finance, and withal a man who speaks from sincere conviction. The most uncharitable opinion that could be expressed of Sir Leonard is to say that he believes in the arguments he advances from year to year in defence of the tariff system which bears his name, and Mr. Collins does not commit himself to the doctrine that protection removed the depression and made Canada prosperous, yet he has the audacity to say that Sir Leonard was a statesman and a speaker strongly resembling Mr. Cobden? As a specimen of scyphancy and fiction Mr. Collins' book is worth reading and preserving; as an estimate of Canadian politicians or as a history of the life and times of Sir John it is worse than useless. It is had enough to encounter such unfairness and determined whitewashing in the literary productions of the editor of the *Mail*; Sir John Macdonald's personal organ, but it is positively discredit-able to Canada that another man than the *Mail* editor could be found capable of manufacturing enough of that kind of writing to fill a book.

The Local Government has been in session since yesterday afternoon, and will probably continue in session till the end of the week. Business of considerable importance is having their attention. Last evening they were engaged in the consideration of railway matters, and heard the delegation from Kent, composed of Hon. O. McNamery, Messrs. Oswald Smith, William Bowser and John Brait, who came here to oppose contractor Brown's proposal for the location of the Kent Northern in a different direction from that laid down in his contract. They also heard Mr. W. A. Park, M. P. P., on behalf of the Miramichi Valley Railway. Messrs. Hallett, Eastman and Keith were heard on behalf of the Elgin, Petitoillie and Harvey Railway, and Messrs. Talbot and Charters on behalf of the Albert Southern.

CORR SETTLEMENT NOTES.

CORR SETTLEMENT, JUNE 20. There was an excellent attendance at the monthly meeting of St. Mary's Temperance Society, held on Sunday the 17th inst., when the following officers were elected:—Rev. J. C. McDevitt, Spiritual Director; Wm. Murphy, President; Michael Donohue, Vice-President; Michael Connolly, Recording Secretary; Thomas Donohue, Financial Secretary; James Maloney, Treasurer; Owen Smith, Sergeant-at-arms; John Donovan, Local Deputy.

The following delegates were elected to attend the twelfth annual convention of the Catholic Total Abstinence Union of New Brunswick, to be held at Fredericton, on July 2nd: John Donovan, Michael Donohue, James Maloney, Owen Smith.

WAVE THE DOWNCAST—True, you may be in a miserable condition—you may be weak, pallid, and nervous. You cannot sleep at night, nor enjoy your waking hours; yet, why lose heart? Get a bottle of Burdock Blood Bitters. It will restore you to health and peace of mind.

GENERAL.

Dr. Dawson, C. M. G., Principal of McGill University, has been appointed Vice-President of the British Art Association, and will attend the annual meeting in England this year.

RECEIPTS OF HIGH WAGES.—The benefits of high wages were recently illustrated, in the statement of John Bright that in Glasgow over 40,000 families live in houses of one room. The subject of better homes for laborers is attracting considerable attention in England at the present time from both political parties. "I hold," said Lord Salisbury recently to the Conservatives of Birmingham "that one of the most burning questions is the housing of the working class in our great cities." It is admitted in England that improvement must come chiefly from national or municipal assistance. It is certainly better from every point of view that a workingman's wages should enable him to provide a decent home.

THE PRINCES AND THE COLONIES.—Talking of Canada, I may hint that the truth about Mr. Gladstone having refused to send the Duke of Albany is this:—The Duke wanted to go, but the Queen, on hearing of the matter, peremptorily refused to sanction the appointment. Besides, it is improbable that the Duke's constitution would have stood the test of the climate.

Lord Beaconsfield, when Mr. Disraeli projected a magnificent scheme of imperial satrapies. The Duke of Connaught was to go to Canada because of the need for a good general there. At that time our relations with America were strained, Prince Leopold was to take Ireland, and the Duke of Edinburgh to govern an Australian Confederation. The Marquis of Lorne, from Canada, was to be sent to India with the Princess Louise. The idea was a brilliant one, and might have been carried out if the late Premier had lived ten years longer.

The next great State office which will be created is another of these huge vice royalities, that of South Africa. I hear that the Colonial Office finished drafting the details.—*Correspondence London Sportsman.*

A Philadelphia paper of June 20th, has the following:—News of a most terrible affair which occurred at Sycamore, on Monday night has just reached here. On that evening, Mrs. Moore, a widow who lives with her son, was startled by a shriek, followed by agonizing yells in the room next to her own, occupied by her 16 year old son. She ran into the room and found him almost dead with fear, and trembling in every limb. He said he had seen a man but a few moments before climbing in through the window, and he recognized the face as that of his father, who was killed five years ago. Looking toward the window, Mrs. Moore also discovered the same face pressed against the pane, and with a rush at the window she fell through, and to the ground twenty-five feet below, sustaining fatal injuries. She was carried into the house by neighbors, where mother and son took to laughing, which continued until both sank down exhausted. Afterward they had a barking fit, barking and snapping at those around them. A young farmer attempted to quiet the boy and was bitten by the maddened boy and he, too, is now raving mad. There is intense excitement.

READY-MADE CLOTHING!

JUST OPENED OUT

The 1st instalment of my

SPRING CLOTHING

From the Best Manufacturers in the Dominion.

The Workmanship in these is guaranteed to the fullest extent, and the material from which they are made is thoroughly Sponged and Shrunk before being made-up.

My Hat Stock is Complete!

IN ALL THE LEADING LINES IN

AMERICAN, ENGLISH AND CANADIAN.

My Boot and Shoe Stock is very large,

HAVING ALL THE LEADING LINES FOR SPRING TRADE.

A good assortment of

TRUNKS AND VALISES

—AND—

Gents' Furnishing Goods,

All of which will be sold

At the Lowest Living Profits.

PLEASE CALL AND EXAMINE THE GOODS BEFORE PURCHASING.

Next above the Barker House,

QUEEN STREET, - - - FREDERICTON, N. B.

NOVELTIES

IN GREAT VARIETY

All Departments Complete.

DEVER BROTHERS

Fredericton, April 11th 1883.

THOMAS LUCY.

Fredericton, May 2, 1883.