C. AND I. EXHIBITION.

A Few Words About New Zealand.

British Guiana's Wonderful Display of Woods —A Colony that Knows How to Use the Exhibition for Trade Purposes.

The southern half of the west gallery is occupied by New Zealand, which though generally classed among the Australian colonies, is in reality separated from the continent of Australia by at least a thousand miles of ocean as destitute of islands as is the Atlantic between America and Ireland. New Zealand enjoys a much more temperate climate than the mainland of Australia. The extent of the colony is well shown by a magnificent model of the three islands; that is to say, of the two greater ones. North and Middle (now called South) Islands, divided by Cook Strait; and Stewart's Island, separated from Middle Island by Foveaux Strait. This model, which is on a very large scale, is sunk below the level of the exhibition floor.

The total acreage of the colony is 66,779,092, and up to the end of 1884, about 17,700,000 acres had been alienated from the crown. The population of New Zealand is increasing more rapidly than that of any of the other Australasian colonies, both by natural increment and immigration, having risen from about 60,000 in 1858 (exclusive of natives) to 572,000 on June 30th 1885, or including Maoris to 612,000. There are four towns with upwards of 10,000 inhabitants, Dunedin the largest having a population in 1881 of 24,372.

The staple article of export is wool, of which 75,409,444 lbs. were shipped to Great Britain in 1884. Next in importance come grain and flower, gum, tallow, fresh mutton, preserved meats and leather. Agriculture, stock raising and gold mining are the most important industries of the colony. The production of wheat in 1885 was 6,666,777 bushels, and of oats 12,360,449 bushels. The average yield per acre, in that year was: wheat 25.43 bush; oats 34.84 bush; barley 30.37 bush; hay 1.41 tons; potatoes 5.79 tons.

Large gold fields were discovered in 1857 and the total export of gold up to March 31st 1885, was $208,172,535. The bulk of gold mining is on government land. There were 94 coal mines in New Zealand in 1884, and the output for that year was a little over 480,000 tons. The total revenue in 1885 was $18,650,000. The total net debt per head of population (exclusive of Maoris) on March 31st, 1885 was $295,000,000; but more than two-thirds of the total liabilities of the colony are made up of loans granted by the legislature for immigration and public works purposes. New Zealand has 1570 miles of railway in operation, owned by the government, which yielded profits equivalent to an interest on the gross outlay of £3.0s 3¼ per cent for the year ending March 31st, 1885.

THE NEW ZEALAND COURT

has had the advantage of a scientific and systematic arrangement under the personal direction of Prof. von Haast, C. M. G., F. R. S., who has a world-wide reputation as a geologist and authority on fossils. A large section of the court is reserved to the Maoris (pronounced Mawries)—those sturdy warriors who have within recent years given the British soldiers so much trouble. The most prominent object in this section is the front of a Maori storehouse, which shows to what skill in decorative carving this wild race has attained. Here also are to be seen numerous examples of Maori weapons, implements, clothing, canoes, etc. The east side of the court is flanked by an enormous conservatory, 100 feet long, containing a wonderful collection of ferns, for New Zealand is *par excellance* the home of ferns.

In the centre of the court are some immense skeletons of the extinct species of bird called the New Zealand Moa—also a Moa egg, the only one ever found (about the size of two ostrich eggs) and valued at $5000. The largest skeleton is ten feet high. Also of special interest to naturalists, are the preserved specimens of numerous fish, including several cartilaginous skeletons, preserved by Prof. Parker of Dunedin University, by his method of impregnation with carbolyzed glycerine jelly. Close at hand are three giant trophies—the first of seeds and grain, the second of timbers, and the third of gold.

THE WOOD TROPHY

possesses most interest to the eyes of New Brunswickers. It shows timbers in great variety— flocks of mottled kauri, silver birch, ribbon wood, red and black maple, etc., all of beautiful grain. The divisions between the sections and the show cases are made of native woods, white pine predominating, and the sashes are made of kauri wood inlaid with diamonds of honeysuckle, bogwood, totara and others. There is a large section of the kauri pine, six feet in diameter. On the top is a large piece of fossil kauri gum; on one side a slab showing the fresh gum, and on the other a kauri weatherboard from the oldest house still standing on the island, built in 1841. The importance of kauri gum as an article of commerce can be judged from the fact that in the four years ending in 1884 New Zealand exported 29,000 tons, worth $7,500,000. The export is increasing rather than diminishing.

THE FURNITURE EXHIBIT

is large and interesting. The Dunedin Woodware Co. show a buffet with bevelled glass, a mantel and overmantel; also a cabinet inlaid with tree-ferns, etc. Garlick & Cromwell of Aukland exhibit a mantel, overmantel and wardrobe, a beautiful bedroom suite, fancy cabinets and rich inlaid tables. Another party shows two artistic cabinets and a square box inlaid with a view of Aukland in the olden time. There are also views executed in New Zealand woods, carvings in kauri pine, etc. The inlaid work, which is the finest in the entire exhibition, shows off the various woods of the colony to great advantage.

The manufactured articles include samples of biscuits (English visitors freely express their surprise at the attention all the colonies give to biscuit making), carriages (very heavy to Canadian eyes), books, boots, tweeds and other woollen cloths. The collection of tinned meats is large, while the frozen meat industry is a feature of the south promenade, the refrigerating machinery being run in connection with the Colonial restaurant. The wool court is stocked with generous samples, showing that the "long wool" breeds of sheep, such as the Cotswold, Leicester, Lincoln, etc., thrive grandly in New Zealand.

BRITISH GUIANA.

HOW ONE COLONY DISPLAYS HER WOODS.

A visit to the court occupied by British Guiana is almost certain to call a blush to the cheek of every New Brunswicker as he compares the full and complete display of native woods made by this colony with the meagre showing (from a trade point of view) of his own province. True, New Brunswick has a wood trophy that, thanks to J. & J. D. Howe's energy and skill, forms an attractive feature of the great Canadian section, but there her display of woods ends, save and except two bunches of shingles and two bundles of laths exhibited by Alexander Gibson of Marysville. Not a log, plank, slab, or even deal-end to show to the millions who patronise the "Colinderies" that New Brunswick is one of the greatest lumber producing countries of the world! Had the Australasian colonies omitted to display their wools, or the West Indies their sugars, they would not have acted with a more utter disregard of the trade benefits likely to be derived from the C. and I. Exhibition than has New Brunswick in failing to use this grand opportunity of opening up new and distant markets for her vast forest treasures.

What, for instance, could have formed a more striking ornament to one of the entrances of the Canadian court than a few noble pillars of New Brunswick spruce, pine and hemlock? British Guiana flanks her chief entrance with shapely logs of mora and greenheart—the latter one of the eight first-class woods at Lloyds—to impress on all who pass in or out that her forests teem with lumber suitable for every variety of use, from shipbuilding to furniture.

British Guiana includes the settlements of Demerara, Essequibo and Berbice, situate on the north coast of South America, and comprising an area estimated at 85,000 square miles. There are but two towns, properly so called, Georgetown and New Amsterdam, population a little over 8,000. The climate is hot, but not unhealthy. The population in 1882 was 257,500. The total imports for 1884, were valued at about $9,000,000 and the exports at some $11,000,000, of which sugar formed over 90 per cent.

Over 100 specimens of different kinds of wood are prominently shown by this colony, with sample blocks of each 3½x15 inches, polished one on side, so that visitors and all others interested can take them up and examine them critically. Seventy-eight varities adapted to "cabinet making," particularly piano building, the interior fittings of dwellings, ships cabins and saloons, railway carriages, etc., are shown by one firm alone, and over each exhibit is a large card, as follows:

NOTICE.

For price, shipping sizes and all particulars, please apply to
MESSRS JOHN MAIT & SON,
108 Argyle street,
Glasgow,
Scotland,

Or to the exhibitors,
PARK & CUNNINGHAM,
Georgetown,
Demerara.

Attendants are also always on hand to give visitors every opportunity of examining the woods and to impress on them their peculiar advantages for cabinet work, etc. For the information of New Brunswick wood workers and others we give a sketch of the principal trees exhibited:

Simiri, or locust—a beautifully streaked brownish wood, close grained, easily worked and takes a fine polish. Can be shipped in logs 20 feet long, squared 10 to 14 inches From this tree is extracted the "gum animi" of commerce.

Kokatarra—a close grained brown wood that takes a good polish, is not hard to work and can be shipped in logs 20 to 40 feet long, squared 12 to 20 inches. This tree grows to 80 feet and will square up to 24 inches.

Assapaka—A close grained, light-brown wood; takes a splendid polish, works up easily and is very durable. Can be shipped in logs 20 to 50 feet long and 8 to 12 inches square.

Duka—A light yellowish brown wood, very easily worked, takes a fine polish and makes good furniture. Can be shipped in logs 20 to 40 feet, 10 inches square, at 25 cents per cubic foot, f. o. b.

Houboo Bali—A light brown wood with variegated veins of black and brown, works easily, takes a fine polish and is most durable. Can be shipped in quantities in logs from 20 to 50 feet, at 25c. to 38c. per cubic feet, f. o. b., Demerara river.

Kurahara — A brownish red colored wood, resembling cedar, with a well defined grain; easily worked and makes good furniture. Grows to a height of 90 feet and squares 20 inches, free of sap.

Brown Cirouaballi — A lightish brown wood, easily worked, polishes finely and makes durable furnitures. This tree grows to 90 feet and can square free of sap 36 inches.

Purple-heart—This is a beautiful purple wood, close grained, works easily, takes a fine polish and makes handsome furniture. Shipped in logs from 20 to 50 feet; squares 18 to 30 inches free of sap.

Hackia—Equal to lignum vitæ for cogs and shafts. Grows 65 feet high; squares 14 inches.

Crab-wood—A light brown wood that makes very durable furniture. Much used for that purpose. Can be shipped in logs 20 to 50 feet, 10 to 20 inches square, at 18c. to 30c. per cubic foot, f. o. b., Demerara river.

Greenheart is so well known as to need no description. There is no doubt about its durability.

The greater portion of the woods of British Guiana are of a disagreeable bitter taste and insects will not touch them.

But it is not to the showing of woods alone that this colony has confined her efforts. A very attractive

DISPLAY OF SUGARS

is made, representing every grade from grey to bright yellow. Ninety per cent. of the whole production of British Guiana is composed of sugar, and persistent efforts are being made by its agents at the exhibition to place this article prominently before the British public. Every enquirer is presented with a small sample bag of sugar, on one side of which is printed in gold letters on a blue ground:—

"British consumers should support British Colonial Industries—British Guiana Court, Colonial and Indian Exhibition, London." On the other side are the words: "Cane Sugar v Beet Sugar, Demarara Crystals of purest cane sugar—Use none other."

Chipman.

HUGH McLEAN'S STORE BURNED BY LIGHTNING,

(SPECIAL CORRESPONDENCE OF THE SUN.)

CHIPMAN, Queens Co., July 3.

STRUCK BY LIGHTNING.—This morning's sun shone out brightly, and gave promise of a good hay day, but about the middle of the forenoon threatening clouds overspread the sky. A black cloud from the southwest shot forth vivid flashes of lightning accompanied by loud peals of thunder and heavy rainstorm. The last thunder clap was preceded almost instantaneously by an unusually sharp flash of lightning which struck the store of Hugh McLean at Brigg's Corner and burned the building with all its contents except a few articles situated near the door. The lightning is supposed to have struck the flue and passing down the stove-pipe to the stove burst the latter to pieces. Only three persons were in the store when the accident occurred. The proprietor was back of the counter, Samuel Moore was sitting on the counter and George Dunn was near the stove, all of whom escaped injury, besides a shoemaker named Gillis, who worked overhead, also managed to make his escape. In a few minutes the whole building was in flames and though 50 or 60 persons collected in a short space of time they could offer but little resistance to the devouring element. The building and its contents are estimated at $12,000, and were covered by a small amount of insurance.

Thunder showers continue this afternoon, and a hail storm swept over the place at noon.

Among the clerks dismissed from the U. S. patent office Saturday was Miss Alice E. Melkleham, granddaughter of President Thomas Jefferson.

(From the Victoria, British Columbia, "Colonist," July 30th:)

BRILLIANT ORATION.

Presentation of the Civic Address to Sir John A. Macdonald.

The Victoria Theatre Densely Crowded—Eloquent Speech of Canada's Great Statesman.

The presentation of the address of welcome from His Worship the Mayor and City Council to Sir John A. Macdonald, took place at Victoria theatre last evening, and attracted an immense and most fashionable audience. The approaches to the theatre were thronged long before the doors were thrown open, and when eventually admission was gained, there was an impetuous rush for seats, and in a few moments only standing room was to be had. The theatre presented a very pleasing spectacle, the stage being artistically illuminated and gracefully set, whilst the lovely costumes of the large number of ladies in the auditorium added greatly to the attractiveness of the ensemble. Musical selections having been played by Professor Haynes' band, at about 8 o'clock Sir John A. Macdonald, preceded by His Worship, the Mayor, made his appearance in front of the audience and approached the stage. His presence was the signal for most vociferous cheering, which was sustained for several minutes, and renewed and renewed again as he took his seat to the right of His Worship.

The stage was occupied by members of the city council, members of the local legislature, Senators Macdonald and Nelson, Messrs. Barker, Shakespeare and Barnard, M. Ps.; Hon. J. W. Trutch and a number of other prominent citizens and British Columbians.

Mayor Fell, on rising, was well received. He alluded in very happy terms to the occasion of the present gathering and congratulated the audience of having seated before them so distinguished a statesman for their visitor as Sir John A. Macdonald. (Loud cheers.) But whilst they were proud Sir John had come to visit them, they ought to be more so that he had brought with him Lady Macdonald. (Renewed and continued cheering.) It showed that Sir John was not afraid to bring Lady Macdonald to British Columbia. His worship then proceeded to compare the policy of Sir John's government with that of the Mackenzie government; the latter had tried to put British Columbia off with a wagon road instead of a railroad; but, his worship held, there could be no confederation with merely a wagon road and Sir John had insisted on the construction of the railroad, notwithstanding that he had been opposed by what might be called elsewhere mere "parish politicians." Sir John had not come amongst us to scatter balm like Elgar did for Mackenzie; but has come as the stateman through whose instrumentality faith had been as nearly as possible kept with British Columbia. (Hear, hear.) After reference to the public school system of the province, his worship called on the city clerk to read the civic address of welcome.

SIR JOHN'S REPLY.

Sir John A. Macdonald, as he rose to reply, was received with tumultuous cheering and waving of hats, which was sustained for some time. Quiet being restored, Sir John, addressing the mayor and city council and ladies and gentlemen present, said that on reaching British Columbia over the Canadian Pacific railway, the realization of his dreams and ambition had been gained. He was here at the capital of British Columbia and the terminus of the railway (Cheers,) and it afforded him the highest gratification and the deepest pleasure that such was at last the case (renewed cheers,) for in 1878, when he was rejected by his own constituency in the east, he took refuge in Victoria, and he had never forgotten the confidence the people of this city reposed in him then, although he had never at that time had the pleasure of visiting British Columbia. (Cheers.) Since that time he had the honor to represent the constituency in parliament four years, and it was in 1880, when he was sitting for this constituency, that the railway contract was made and the charter to the railway company granted. At that time he felt it his duty, as a member of parliament, to see that British Columbia was brought into immediate and permanent connection with the eastern provinces. This had now been accomplished (Cheers), and he could not refrain from making a few remarks as to what the future prospects of the railroad would be. On a former occasion he had said that the termini of the Canadian Pacific railway would be Liverpool and Hong Kong. (Hear, hear.) This idea had at first been suggested to him by Sir George Stephen, president of the railway company, to whose valuable services, indomitable efforts and patriotic devotion the country was so largely indebted. (Applause.) But whilst Victoria was the terrestial terminus of the road in the west of the Dominion, he hoped ere long to see the marine terminus in Australia. It was to him a peculiarly happy harbinger, on the very day of his arrival in Victoria to learn that the first cargo of teas from Japan direct had reached this port for transhipment east via the Canadian Pacific. (Applause.) As to the real advantages of the railway to the Dominion and particularly to British Columbia, he did not think that they could be at all exaggerated. But the road was not only a matter of great concern and magnitude to the Dominion; it was of the first importance to imperial interests as affecting the empire of Great Britain. Last winter, when he was in England, he had the pleasure of meeting Lord Salisbury and members of his cabinet, and it was then settled by Lord Salisbury's government to give a large and substantial subsidy for the establishment of a line of fast steamers to ply between Vancouver Island and Hong Kong.

A voice—What is Gladstone doing now?

Sir John A.—I fancy he is now practising the virtues of resignation. (Loud laughter.)

Continuing—Lord Salisbury was so satisfied with the importance of the proposed line of steamships that before he went out of office he left a memorandum for his successor, stating that had he remained in power he would have seen that the proposition was carried into effect. Lord Salisbury had since then returned to power, and he (Sir John) was confident that the proposition would now be carried out. The project, he would explain, was for the establishment of at first a fortnightly line of steamers, between this island and Hong Kong. It was possible that soon afterwards it would become a weekly service. The steamers would be of the first speed known to engineers, and would be so built that the imperial government could use them in time of war with any foreign power. So that within eighteen months Victorians might expect to see steamers coming into their harbor direct from Hong Kong. And not only was it the intention of the government to put this line on the Pacific ocean, but one would also be put on the Atlantic to make direct connection with Liverpool. The high commissioner of the government, Sir Charles Tupper, whilst in London, was engaged in a scheme for laying a cable from Australia to some point on the mainland, possibly to New Westminster. (Applause.) As to the imports from San Francisco, it had been ascertained that fully 90 per cent. of the articles could be sent from Eastern Canada to British Columbia free of duty. Referring to the address of welcome again, Sir John said that he thought the Liberal Conservative party and his government were entitled to some thanks and consideration for the successful manner in which they had fought a most malignant and malicious opposition. (Cheers.) Again and again that opposition had attempted to foil the government in their determination to construct the railway, and sometimes with temporary success, till at last he and his party had determined to crush out the opposition just as though no opposition had ever existed at all. (Cheers.) The government had been told that the road would not pay for greasing the wheels, and that it would take ten times the revenue of the whole country to build it. But the government had fought the battle out and been successful. What would it have mattered to the opposition if the government had been unsuccessful, and the railway scheme had proved a failure? What would they have cared if ruin had encompassed hundreds upon hundreds, and impoverished the country, so long as by defeating the policy of the government the railroad were crushed and the opposition gained political power? (Loud cheers.) The government, however, was determined to carry out its pledges to British Columbia, and had done so. Referring to the condition of the road, Sir John had no hesitation in stating it was a splendid road; and that its standard was higher than that of any to the south of it on the North American continent. The country through which it passed was salubrious from end to end. No miasmas or epidemics prevailed. The soil was fertile, and as a matter of fact there was less snow to encounter than there was on the lines to the south. Then again, the military authorities of England were of opinion that the road was the only safe one in the event of war with Russia or other foreign powers; the only safe route in the event of an attack on Australia or an outbreak in India. True, the English government had invested a large amount in the Suez Canal, and possibly wisely at that time too. But it had since been demonstrated that the convenient sinking of any vessel in the canal would block it and render it impossible to forward troops to India via that route. In fact traffic through the canal could be stopped at any time. Hence it must be apparent that Victoria was destined to become the base of operations, and there could be no doubt that such being the case the policy of the government and that of the Imperial authorities must result in great benefits for Vancouver Island and the province generally. (Applause.) Whilst he was here he would say that he could claim for his government the confidence and support of Victoria and British Columbia. (Loud cheers.) Sir John then proceeded to cite the various points in his policy which had always been for the welfare of British Columbia, and having done so said: "If there is any person in this audience who can quote one single instance of good the government in office from 1873 to 1878 did for any person in the country he would like him to get up and remind the audience and himself of it." (Loud cheers and laughter.)

Sir John A. (after a pause)—Well, I'm waiting. (Renewed laughter.)

No one rising, a voice called out: "What about Edgar's balm?"

Sir John A.—It certainly was not the balm of British Columbia. (Laughter.) Continuing, Sir John went on to say that coming across the line he had made inquiries as to the probable extent of trade the line would carry, and although the Northwest was as yet sparsely settled, a very considerable trade was springing up, and in the east it was already most encouraging and extensive. He had been told, also, that the wheat grown in the Northwest could be forwarded to British Columbia over the road and from this port or the mainland shipped round Cape Horn to England at a less cost than shipping it via the east. The railway did not care whether it shipped east or west, so long as it got the freight. The magnificent timber he had seen in British Columbia would certainly prove a source of trade between this province and the Northwest, for it would be a necessity for the incoming settlers. Among other matters to which he would refer was the attempt of the Canandian government to get reciprocity with the United States. The recommendation of the U. S. President, however, had been rejected by the senate, still the Dominion government would not relax their efforts, but they would not go down on their knees for reciprocity, (cheers), for the Dominion was large enough to enjoy an independent trade of its own, just as if no such thing as reciprocity ever had existed at all. (Hear! hear!) Next, as to the fish of British Columbia, Sir John would state that the Dominion government intended to see that it was included in the provisions of the Washington treaty of 1851, for the fish of British Columbia were just as much the fish of the Dominion as were the fish of the Halifax waters. Again alluding to the completion of the railway, Sir John said that it would bring with it immense advantages to Victorians, and he could only hope that Victorians would be ready to take advantage of them. He had come here to his old constitutency to receive rest, but he would again thank his worship the mayor and council and the audience before him for the very kind reception they had given him this evening. He wished also to thank Victorians for the welcome accorded everywhere to Lady Macdonald. She had ridden some 600 miles through the country on the cow-catcher of the train; he (Sir John) had tried to dissuade her from doing so, but with the pertinacity of woman she refused to listen to him. He feared that some accident might befall her; but none had occurred, beyond the fact that whilst making the trip she had killed a pig. (Loud laughter.) There were a great many eastern Canadians coming out west, and Sir John was sure Victorians would treat them kindly and keep them here. The old Canadians he had met here had told him they would not go back for anything to reside there again. But he had to go back again to attend to his duties at Ottawa, and he must take his wife with him, for if he left her remain she would catch the western fever and might never return. He was so charmed with the city, its climate and its lovely surrounding scenery and magnificent mountain views, that he hoped to be able to return and bring Lady Macdonald with him. Before resuming his seat he wished again to most cordially thank Victoria for its reception and address of welcome. (Loud and enthusiastic cheering.)

E. C. Baker, M. P., then moved, seconded by Mr. Shakespeare, M. P., a vote of thanks to Sir John A. Macdonald for coming to this province and for the eloquent exposition of his views this evening.

The mayor put the motion, which was enthusiastically carried and on Sir John rising to reply he was again accorded rousing cheers, which were followed by round after round of cheers for Lady Macdonald.

Then by the vast audience cheers were given for Her Majesty the Queen amidst the wildest enthusiasm, the band striking up the National Anthem, and at 9.30 the ovation terminated.

As fruits of the Colonial Exhibition, Tees & Co., of Montreal, announce that they have now sold 102 office desks of different kinds to go abroad, and another shipment will be ready in a few days. Orders for two desks have been received to be sent to Ceylon, and one to Hamburg.

N. S. COTTON CO.

Annual Report of the President.

The annual meeting of shareholders of the Nova Scotia cotton manufacturing company was held in the Halifax Y. M. C. A. hall Wednesday. There was a representative attendance of shareholders. The following report was read:—

ANNUAL REPORT.

In presenting the report of the Nova Scotia cotton manufacturing company, limited, for the year just ended, your directors regret that the improvement they can show is only small; yet it is more satisfactory than they expected earlier in the year. The treasurer's statement shows that the profits for the year amount to.....$11,014
and after deducting five per cent. for depreciation, say..... 8 750
there remains a balance of..... 2 264

$411,638 88

ASSETS.

Real estate buildings and machinery (orig nal cost).....	$237,666 97
Deduct appropriation on account of depreciation.....	26,325 00
	$311,341 97
Engine, planer and tools used in construction, valued at.....	800 00
Unearned insurance premiums	1,856 00
On hand—Oils, starch, fuel and supplies..	4 349 65
Raw cotton.....	19,343 60
Goods manufactured and in process of manufacture.....	32,467 96
Cotton waste.....	491 70
Due on open accounts receivable.....	32,627 96
Cash on hand.....	18 14
Balance profit and loss account.....	10,376 30
	$411,636 88

PROFIT AND LOSS ACCOUNT.

Dr—July 1st, 1885—To balance	$12,640 23
June 30th, 1886—Depreciation acct....	8,750 00
Total.....	21,390 83
Cr—June 30, 1886—By net profit for year,	11,014 03
By balance.....	10,378 80
Total.....	21,390 83

The appropriation on account of estimated depreciation on buildings, machinery, etc., since 1883 to date is $26,325. Against this is placed the $8,325 bonus from the city, and $18,000 transferred from profit and loss account.

The above balance sheet of the Nova Scotia cotton manufacturing company, limited, has been verified by us with the books of the company as at 30 June, 1886.

(Signed) JOHN M. SMITH,
THOS. V. MACDONALD,
Auditors.

By River to Hampton.

The Thursday excursions from St. John to Hampton and return, by the steamer Clifton, are weekly becoming more popular, each excursionist acting as an advertising medium to impregnate his or her own immediate circle with a desire to make this delightful trip. For it is a delightful trip, and one that should be taken by every lover of magnificent scenery. The tortuous windings and doublings of the Kennebecasis on the upper half of the journey open up a wealth of aquatic and pastoral beauty undreamt of by the tourist who confines his sojournings in New Brunswick to the old well trodden paths. Messrs. Flewelling have placed on the route a comfortable steamer, well equipped for passenger travel, and their enterprise is deserving of the most liberal encouragement not only from the travelling public, but from the provincial and Dominion authorities in the matter of making the navigation of the Kennebecasis as easy as possible. The draw bridge through which the steamer has to pass on her way to and from Hampton is very often a source of vexatious delay, and yet if the testimony of residents in the vicinity of the bridge is to be believed, the usefulness of the structure is, practically, a thing of the past, as it is not used by more than three or four teams in a week. Were the bridge needed as an avenue of communication from one side of the river to the other, its maintenance would be a public necessity, but according to common report, as it reached the ears of a representative of THE SUN Thursday, it is only an obstruction to navigation and nothing more. As there were no patrons of the bridge on board of the steamer at the time the above statements were made, the reporter of necessity only gives one side of the story. Then the Dominion government can do the steamer and in fact all craft plying on the Kennebecasis material service by placing a buoy or other distinguishing mark on the bar that lies directly in the route of approach to the Rothesay wharf—a bar on which the Clifton stuck, yesterday, for several hours till floated off by the rising tide. The Minister of Marine and Fisheries, were his attention directed to the matter, would, doubtless, have a buoy placed there forthwith.

The Clifton leaves Indiantown every Thursday for Hampton, stopping at Rothesay and Clifton en route and returns the same day, leaving Hampton at four o'clock, thus affording an admirable opportunity to do the river in a day, with several hours sojourn at the shiretown. Those who so desire can make the return journey by rail, taking the I. C. R. cars at Hampton or Rothesay, reaching the city at an early hour.

Before the ports of Japan were open to the Christian nations of the world there were only eleven intoxicating drinks known in the country; now there are more than two hundred, and many horrible vices peculiar to highly civilized nations are becoming common in Japan. That is one of the ways in which civilization benefits the heathen.

DEER ISLAND NOTES.

HOUSE ON FIRE.—G. Harkins, Chocolate Cove, had a narrow escape for himself and family from fire last Friday. The fire must have been going in the night when all were in bed, and as there are two families in the house the result would have been serious had it not been discovered just when it was. The fire caught in the flue and made its way up through the floors of two rooms, and but for the almost superhuman exertions of Mr. Harkins and his neighbors, would have destroyed the house in a very short time. In fact it seems a miracle to those present how anything was saved.

BAPTISMS.—Rev. W. Lawson baptized and received four persons into the fellowship of the Methodist church on Indian Island last Sunday morning, and preached a sermon appropriate to the occasion before a large and attentive audience.

The Rev. J. B. Barnes baptized two persons the same afternoon at Fair Haven. Mr. Barnes and Mr. Swim exchanged pulpits that day. Rev. Mr. McKay of Lubec, Me., baptized a young lady from Tabusintac last Wednesday.

CONCERT.—The Leonardville Methodists, under the leadership of the accomplished American visitor now in our midst, Mrs. (Dr.) Martin Leonard, gave a splendid concert in the hall, Chocolate Cove, Saturday evening last. Everything went merrily as a marriage bell from first to last, and all the parts were well sustained throughout, not a break or mistake anywhere. I must specially mention several things which were so well done. The dialogue by two little boys, Lonnie Calder and Roy Nowlan—"Give us Little Boys a Chance"—was given excellently for them. The dialogues, duetts and quartettes by the girls Maggie, Minnie and Ethel Nowlan, Maggie Hoyt, Mary B. Conloy and Grace Bennett, were all that could have been desired, and far more than could have been expected. The seniors of both sexes will excuse this special allusion to the juniors. I know full well among the pieces sung by Mrs. Leonard were How Long When I am Gone? Kathleen Mavourneen, The Bridge, List to the Convent Bells. In this she was accompanied by Miss Abbie Leonard. All these were rendered with the style and taste, peculiar to this cultured musician and elocutionist, Mrs. Fargany, whose musical talents are as well known and appreciated in Boston where she now resides as here, sang with the clearness and pathos which have distinguished her since she was a little girl, Scotch Lassie Jean. It would always be a more than ordinary treat to hear her sing. Mrs. Leonard read by *special request* The Famine, from Hiawatha, with splendid effect. She is a thoroughly trained elocutionist of the schools and compares more than favorably with Mrs. Churchill and Mrs. Scott Siddons. Miss M. Thompson and Miss Bessie Leonard, also Miss Lloyd rendered beautiful pieces in the style which always gives pleasure and satisfaction to their audiences. Mrs. Nathaniel McDonald gave an original lecture on Mormonism. To say it was able is to confine oneself strictly to the truth. It was one of the most fearless attacks on that dark system, thorough exposure of its evil, and irresistible arguments against it we ever heard or read. The style was after Burdette and Noye and as your correspondent has read and heard both he would be as willing to accord the palm on the ground of true merit to our island Betsey Bobbett as to them, nor would they object after hearing her. Rev. Mr. Lawson occupied the chair and Rev. Mr. Swim made some excellent remarks at the close.

EXODE OF THE ANGELS.—Not less than six of the above, who as yet have not got their wings, are on the flight to Fredericton and elsewhere, to learn to teach, or to teach the "young idea how to shoot." The Misses Marietta and Carrie Thompson, Floyd, Patience, Wentworth and Jennie Calder, all leave us today for Normal school. Miss Addie Calder leaves for her school at Canterbury station. We shall miss all these young friends greatly, but success to them all! We believe in "give and take" but we are only getting *one* for *six*, but there are more to follow. Mr. Clarke has been engaged for Fair Haven school, Miss Hanson re-engaged for Chocolate Cove school, Mr. Hart for Lord's Cove school, and Leonardville does not intend having school this summer, so the able teacher J. P. Nowlan, will not be seen at his post there, which he always filled with credit and honor. He has found "pastures new" and will always be able to do so as long as he carries that spirit of zeal and eloquent tongue into pulpit and platform.

Seized for Smuggling.

TWENTY-TWO BOATS OWNED BY CANADIANS SEIZED.

EASTPORT, Aug. 6.—J. D. Bonness, special Canadian customs officer, seized twenty-two fishing boats yesterday at Deer Island, valued from $200 to $400 each, for smuggling. The boats were released by the owners depositing the penalty, in each case amounting to the boat's value. There are two charges against them; the first for smuggling goods from Eastport; the second for smuggling the boats themselves. When the fishery treaty was abrogated Deer Island fishermen brought the boats to Eastport, entered and paid duties on them, thus making them American boats, although built and owned in Canada. The Canadian government will not permit American boats to be brought to Canada and owned there without paying duty, so the boats become forfeited the same as other smuggled goods. This will prevent New Brunswick boatmen from bringing sardines to Eastport without paying duties on this side.

CAMPOBELLO, Aug. 6.

To the Editor of The Sun:—

SIR—The people of this community were today served with what might be termed a double-ended sensation in the way of seizures. Seizure the first occurred as follows: The General Middleton which was anchored in our harbor dispatched a boat under the command of first officer Kent to look for American fishermen. He proceeded to what is called Yellow Bank weir, where he surprised a party of American fishermen fishing, seining and taking fish from the above named weir. He of course captured them—boat, fish and all, brought them to and laid them astern of the General Middleton, but after a short detention they were released again, and the American fishermen after shamefully insulting the Canadian officers sailed off for home with broad smiles on their faces. The boat was released, I understand, under the pretext that the Americans had a permit from some one in the department of marine and fisheries to build and fish the Yellow Bank weir. If that is a fact, it is virtually giving Americans a permit to fish in Canadian waters, which of course is decidedly contrary to law, and which should be immediately investigated. About the time the above occurrence was transpiring, special customs officer Bonness was on a visit to the island and demanded a settlement from a couple of our fishermen for importing from Eastport, without reporting to the custom house, a few dollars worth of goods. I think they settled. Situated as the people are here, it seems bad enough and hard enough to have the Americans robbing us of our fish; but when Mr. Bonness comes around it seems harder, although perhaps right.

From the above sketch, Mr. Editor, you can see that fishery protection here is not yet perfect. Yours respectfully,

AN ISLANDER.