# WHOLESALE WAREHOUSE.

300 GROSS BOOT WEBBING, ½ to 1½ inch:
300 gross NIGHTINGALE BOOT LACES;
75 pieces LASTING, Old Prices; 200 pieces SHOE DUCK;
100 pairs WELLINGTON BOOT LEGS (French Calf);
200 " LACE and ELASTIC SIDE UPPERS; 10 dozen FRENCH GLOVE KID;
BRONZE KIDS, PEBBLE SHOULDERS, &c., &c.

EVERITT & BUTLER.

# WHOLESALE WAREHOUSE.

## WRAPPING PAPER.

JUST RECEIVED:

1000 REAMS (assorted), in Four Sizes.

ALL AT OUR USUAL LOW PRICES.

EVERITT & BUTLER,
55 and 57 KING STREET.

may 29



# The Daily Tribune.

ST. JOHN, N. B., MAY 29, 1872.


### Plan talk on a Grave Subject.

The demand that the Act of Confederation shall be so amended as to embody the views which a minority in the Province believe it *should* have contained—to erect rights which a minority believe they *should* have exercised or imagined they did exercise before the Union,—is certainly the most dangerous, fanatical and wicked proposition that ever emanated from a body of persons calling themselves intelligent. Concede their right to so vitally amend or construe the Constitution, and we have no longer a country. The Dominion is at an end. There is no longer a Union, a compact, an agreement for mutual co operation and protection. At any moment, if the present claim be admitted, a minority or a majority in any Province may set up a similar claim; may get it before the Dominion Parliament; and, if they prove *strong enough*, may by sheer force of numbers pass resolutions calling upon the Imperial Parliament to amend our Constitution in their interests; and it only requires a little strategy, in the present condition of indifference to Colonial affairs in that body, to secure whatever ends those having a majority of the Commons of Canada at their back may desire to accomplish. One of three results must follow such Force measures:—the Union will be peaceably dissolved; or chronic civil war, with all its horrors, will be inaugurated; or the weaker Provinces will invite the protection of the neighboring Republic against the dishonesty, the tyranny and rapacity of their stronger "brethren," the conflict ending only with the disruption and dissolution of the Union. From a thorough knowledge of the convictions and feelings of the people of the Maritime Provinces, gained by constant association and equally constant interchange of sentiment with all classes and ranks, we believe we are within bounds in asserting that the efforts now put forth in the Upper Provinces will be resisted at all hazards by the people of New Brunswick and Nova Scotia. Time, labor, ease, comfort, wealth, will all be counted as nothing when weighed against the rights and honor of the Lower Provinces. This invasion of our liberties must be met and stopped at once. This doctrine of Force must be resisted, cost what it will. It is better, if the conflict must come, that it should come *now*. If the larger Provinces imagine they can change the terms of Union, involving vital principles; if they suppose they can quietly lay aside the articles of the compact, and when they please impose on the Lower Provinces such terms and local laws as they please,—let them once for all undeceive themselves. They can not do it. We shall yet hope, in spite of the dark cloud lowering over us, that they will not dare to attempt it. Until we have absolute proof to the contrary, we shall not believe that a majority of Commoners from Ontario and Quebec will carry out designs so basely unjust to two Provinces, and so dangerous to the peace of the whole Dominion. But if, unfortunately, wild and wicked counsels prevail; if those who should be our brethren, and who urged us so strongly to cast in our lot with them, should turn upon and rend us; if the most sacred rights guaranteed to us by the Constitution be assailed and slaughtered in spite of our protests and entreaties, then we tell the people of Ontario and Quebec that none but renegades and dastards from the Lower Provinces will ever again darken the doors of the Parliament of Canada; we will have neither lot nor part in their transactions; we shall leave nothing undone to free ourselves from a yoke that will have become only fit for serfs to bear.

### The Case in a Nutshell.

The protest of the New Brunswick Commoners and Senators against the spirit of M. Chauveau's resolutions has about it the ring of true metal. It states the case for this Province,—in fact, the case of every Province,—in few words. Our representatives state distinctly that "if our Constitution is to be thus summarily changed "to meet the political exigencies of the "hour, the people of the less populous "Provinces can have no confidence in the "permanency of their institutions, etc.. "etc" This, unfortunately, is the worst phase of the scandalous transactions. If the Chauveau resolutions pass, we can have no security that another similar outrage, directed at some other of our Constitutions, will not be attempted whenever cupidity or fanaticism dictates the movement. If we can not successfully resist the present attempt we are powerless forever.

### Sporting Matters.

The Spring Meeting of the American Jockey Club begins at Jerome Park on Saturday, 1st prox. Already (says a New York correspondent) the stables are full and overflowing with horses entered in the several stakes to be run during the meeting, including the famous "Harry Bassett." Mr. Belmont's stable is expected to arrive Sunday from Babylon, L. I., while during the week H. M. Sanford's lot will arrive from the Beakners farm at Long Branch, where a number of fine horses are already collected. Yesterday morning John Harper's stable, including "Longfellow," "Lyttleton," "Platina," "Extract," and a filly by Endorser, arrived direct from Lexington, Ky., having left there Monday. On Tuesday H. P. McGrath's stable, with "Susan Ann," "John Doe," "Jury," "Bazaine" and several others left Lexington, arriving at the Branch this morning. Both stables travelled via the Pennsylvania Central and Pan Handle route to Philadelphia, thence by Camden and Amboy to the Branch, making the fastest time ever done between the two places. "Harry Basset" and "Longfellow" are both entered for the Monmouth Cup, to be run on the 2d of July, and for which "Bassett" is the favorite at odds of $100 to $75. It will be even before the race.

CONVENTION OF OARSMEN.

We learn from our exchanges that there is to be a convention of American oarsmen held this summer, but the date and place of meeting are not yet fixed. The object of the convention is as follows: 1. To establish a national definition of an amateur. 2. To elect a Judiciary Committee to decide all disputed cases. 3. To establish a National Amateur Regatta. 4. To revise the laws of boat-racing. Mr. W. B. Curtis, of the Atheletic Club, Chicago, is the prime mover in the affair, and as he has extended to United States clubs a general invitation to send delegates to the convention, we would suggest that he should offer some representations of Canadian rowing clubs the privilege of being present. The alterations in the laws of boat racing, if made, ought to be universal, in order to prevent disputes arising in case of a competition between an United States and Canadian crew. The St. John Rowing Club will, no doubt, give the subject their attention.

BOATING CLUBS.

The officers elected at the annual meeting of the Lachine Boating Club, on Saturday night last, were: President, W. McNaughton; Vice do., James Herrey; Secretary, E. Whitehead; Treasurer, S. H. Wallis; Committee, J. D. Lewis, H. Macdougal, J. McNider, T. Tate, A. Robertson, E. L. Bond, H. Murray, George Tyre, E. Boswell, W. Buntin, and E. Townshend.

The Thames Boating Club, of Chatham, Ont., have decided to purchase the shell "Prince Alfred." The club will have a Regatta on Dominion Day.

The Guelph Boating Club propose to buy a number of boats, to be let on hire to the public, and to build a large boat-house capable of sheltering from 20 to 30 boats. A contract has been let, and the work is already in progress for the purpose of constructing a foot bridge across the Speed, opposite the boat-houses, for the convenience of those interested in boating.

YACHTING.

The celebrated schooner yacht "Dreadnaught" is for sale. She is said by some authorities to be "the fastest and most weatherly boat of her size ever built." The Toronto *Globe* advises Canadians to buy her.

At a recent meeting of the Quebec Yacht Club, it was announced that Commodore Ashbury, of "Cambria" and "Livonia" fame, had presented a magnificent silver cup to be competed for by Quebec crafts.

LACROSSE.

At Toronto, on the Queen's Birthday, a Lacrosse match between the Ontario Club and Tuscarora Indians did not come off, owing to the non-arrival of the Indians. They missed the train at Cayuga that morning. The crowd assembled in the Cricket ground were much enraged at finding themselves sold. They demanded their money back, tore down the refreshment booth and ticket office; some received their money back, but the arrival of a squad of police put a stop to further disturbance. The match will be played on Saturday.

CRICKET.

At a recent meeting of the Toronto Cricket Club, Mr. T. C. Patterson informed he members that he had received a satisfactry letter from Mr. Fitzgerald, Secretary of the Marylebone Cricket Club, saying that a gentleman eleven would visit Canada in August, for the purpose of playing at several of the cricketing centres in Ontario, and that the Eleven would comprise the very best and most noted gentlemen players in England of the present day, including the Messrs. Grace, Hornby, Lubbock, Walker and Haddow. It is at present arranged to play two matches in Toronto. Lower Province cricketers should bestir themselves to secure a visit from the Englishmen.

[WRITTEN FOR THE TRIBUNE.]

### THE QUEEN'S BIRTH-DAY IN CAMP.

**Camping out on the Anagance—A beautiful Trout Stream nearly destroyed by Saw Dust—Splendid Sport and Glorious Recreation—More Trout caught than the Fishermen would carry Home!**

When my friend T. and I held a consultation as to the manner in which we could get the most fun out of the holiday, we had a very limited bill of fare to make choice from. There was a river excursion to Fredericton, but we are both familiar with the picturesque elevation of the Government Buildings. Then there was a sea trip offered to Digby, but we didn't seem to care about looking at sick people for half a day and walking around in a village where we didn't know a soul. Then there were trips up the different railways, but we both agreed that mere travelling for the sake of travelling was the poorest amusement ever invented. Yet staying in town was not to be thought of; so we decided on

A DAY'S FISHING,

and, giving the preference to stream over lake fishing, determined on Anagance or the nearest place for good sport we could hear of when we got there As we intended to spend one or two nights away, and as our experience of country quarters had been rather dismal on previous excursions, we made arrangements for camping out. We accordingly took the 5 p. m. train on the 23rd inst., to Sussex, reaching there after a two hours ride in pouring rain. After tea at the Olive House we chartered a horse, wagon and small boy to drive us on to

PENOBSQUIS.

By the bye, the proprietor of the Olive House seems inclined to make hay while the sun shines, for in the most aimiable manner he charged us *three dollars* for the drive of nine miles and a rather indifferent tea for two. Spite of the rain we had a pleasant drive along a splendid road, which set us speculating as to the how and why St. John and its suburbs have not a single presentable road for their 60,000 inhabitants, while Sussex, with not one-tenth that number, has a highway so perfect that after heavy rain all day it was perfectly safe to trot along in the dark in a manner in which no sane man would venture on on the boasted "Boulevard de Sedan," the principal avenue to St. John. Arrived at Penobsquis we put up at a clean little hotel, where we were charged only 25c. for bed and milk *ad lib.* We postponed our breakfast till our arrival at the camping ground, some 9 miles from Penobsquis and 4 from Anagance, whither we were driven by a good tempered, dry humored countryman in his wagon and two good horses. For this he charged $2, which, as he was of some assistance to us in cutting wood, and told us he made $8 a day with his team, we considered fair enough. We chose a very pretty spot for our camp, and called it

VICTORIA,

with a clear stream of first class water running at the foot of the little knoll, some few rods into the wood, where we pitched our Mackintosh tent, and in less than half an hour were busy enjoying our breakfast, which included hot coffee, devilled lobsters, sardines, etc. Then to the business of the day. Taking rods and creels, we started for the river, which looked the beau ideal of

A TROUT STREAM,

with its sandy bottom, frequent ripples and small rapids, which, with low, overhanging banks and occasional eddies, formed a very paradise for trout. So putting on an inviting looking cast, consisting of a large black gnat and a fiery looking butcher fly, we set to work. But our hopes were doomed to disappointment, for almost immediately we discovered the water to be full of sawdust, and there was nothing for it but to tramp up stream until we got above the mill, three miles on. This mill, belonging to White Bros. of St. John, is rather prettily situated, and of good working capacity, giving employment to some dozen men, and discharging the greater part of its refuse into the river to

THE UTTER RUIN OF THE FISHING

below. For some miles down stream the bottom of every eddy was simply a deposit for a heap of sawdust, while ends and slabs strewed the banks on both sides. Above the mill our real fishing began, and I had basketed about a dozen before T. put in an appearance. The fish were all small, the largest not more than half a pound, but the way they rose was a caution. By 4 p. m. we put our rods up and started for camp with about four dozen between us, having caught double that number and returned the greater part to the water as we couldn't make up our minds to go in for sardine sizes. Arrived at camp the first thing was

DINNER,

a repetition of the morning fare, with the addition of baked potatoes, trout and cheese. We then set to work to cut fire wood, and by 6 p. m. had a good pile ready and a fine bed of spruce tops, the most luxurious couch ever invented. By 7, after a dip in the stream and a panniken of coffee, came the night caps, the first being drunk to "Her Majesty's health—God bless her." I hope she felt better after the ceremony,—I know we did. Then the contemplative pipe with the lazy, dreamy conversation which two very tired men naturally fall into when a hard day's work is over.

Here I consider my share of the writing is done and will turn over the remainder to the facile pen of

THE AFORESAID T.

Gentle reader, you have been already informed that two made up this party; one, T., has been introduced; the other we will dub Boots, an Englishman, a good natured soul, and just the fellow for "a camp out." Our larder was well stocked and deserves some mention; its contents were devilled lobsters, sardines, canned oysters, cheese, biscuits, cake, potatoes (to roast), essence of coffee, etc., and a little for the stomach's sake; besides a goodly supply of tobacco, with a cigar for state occasions.

Boots nominated himself for

THE FIRST WATCH

and was elected by acclamation! The watch was from 9.30 p. m. to 1 a. m. Meantime T. turned in, hoping to make good use of the time, but there was no rest for the wicked—he would sit up at short intervals to find the faithful Boots with his weather eye pealed scanning the sombre wood, as if momentarily expecting some dark denizen of the forest would emerge and contest his rights, which we had so ruthlessly invaded, or on his marrow bones blowing, (zounds! what lungs he owns!) and coaxing the half extinguished embers (for it rained) to still burn on. At 1.30 T. assumed command, and run the machine till 4 a. m., when we rose with common consent, had breakfast, and struck the tent.

FIVE O'CLOCK

found us *en route* for the Mills, above which we hoped to have three hours fishing. On the way we made a contract with a good-natured farmer to take out traps and call for us at the Mills in time to catch the morning down train at Anagance, which contract he fulfilled to the letter. The mill pond was smooth as a mirror; not a ripple disturbed its placid bosom! There was no use trying fly, so we had to settle down to bait,—not at all in accordance with our views. We managed to get perhaps one and a half dozen more trout of the same stamp as the day before at nine o'clock our contractor was in waiting, and it remained with us to perform our part.

ALL ABOARD

a rickety country wagon, behind a rickety pair of bays,—one warranted to go a mile in three minutes; both, we should say, three miles in an hour. The road was once good, but alas! like Babylon, its glory has departed; mud ruts to the axle were common,—red mud at that. Our driver had just finished telling us of a splendid pair of horses being owned at the Mill, for which their proprietor wanted $1,000, when we suddenly met them on the road, and what a royal pair they were! Such necks, chests and limbs, five and six years respectively, out of the same pair, and weighing 1,500 each. Arrived at Annagance some fifteen minutes in advance of our train, bought and devoured the morning papers, and, from the reports, concluded none had spent a more enjoyable 24th than ourselves. We arrived in St. John safe, sound in wind and limb, saved money by not insuring in the Accidental, and determined to have another and longer "camp out" first chance.

### The Triumphs of Piano-Making.

STIENWAY & SONS TWENTY-FIVE THOUSANDTH PIANO—THE PROGRESS OF A GREAT FIRM.

Steinway & Sons entertained, last Saturday afternoon, a numerous gathering of their friends, who united with them, in celebrating the completion of their twenty-five thousandth grand piano of their manufacture. Among the members of the musical profession who attended were Messrs S. B. Mills, Wm. Mills, Bonnawitz, Brandeis, Pease, Carlberg, Timm, Wels, Fradel, Fred. Steins, Von Kreuning, Wm. Mason and Drs. Berge and Damrosch. Franz Abt was also present, though he had arrived in the city only an hour previous to the occasion.

Some months since, the Empress of Russia ordered from Steinway & Sons, for her Winter Palace, a full Concert Grand Piano for the music-room and an Upright Piano, for her boudoir. Since then, the Steinways have received, through the Russian Legation, an order for three Concert Grand Pianos, one of which number (25,000) exhibited on Saturday, is to be forwarded to His Highness the Czarowitz, the second to Count Oldenlieff, and the third to M. Schikoff, the Russian Charge d'Affaires.

Three other pianos, a new parlor grand, six feet eight inches in length, a new small patent upright, three feet ten inches high and a cabinet grand were also exhibited in connection with the Grand Piano No. 25,000. These pianos were tested by several of the musicians present, who delighted the audience with many choice selections, and by their artistic skill heightened the appreciation of the elegant instruments. Several speeches were made, and a chorus of the Liederkranz, with Messrs. Steins and Graf, sang admirably.

THE PIANO, NUMBERED 25,000,

embodies a series of important improvements, which are represented in this instrument by eight different patents granted by the United States to Steinway & Sons. William Steinway explained to his guests that the main improvement consisted in a prolongation of the strings from the agraffe to the tuning pins, thus adding a second scale, although one of reduced proportional length. A key of the piano being struck the vibration of the strings of the principal scale is communicated through the agraffe to the second scale which repeats the note, but three octaves higher. The two scales blend their vibrations, and the result is that the purity and richness of tone of a note, as well as its "singing" and carrying capacity, are greatly increased, while on account of the elasticity of the strings the danger of their breaking or getting out of tune under a blow of the hammer is greatly diminished.

THE UNPRECEDENTED SUCCESS

which has attended this firm is due to the merit of their instruments, and the great increase of their business, which has attained colossal proportions, may properly be dated from the year 1855, when at the Exhibition of the American Institute, held at the Crystal Palace, their piano, constructed on an entirely new system, received, by a unanimous award of the jury, the first prize—of a gold medal. The beginning of the immense business of Steinway & Sons was modest in the extreme. In 1850 the members of the firm came to America, possessing but moderate capital, and, after working in various piano factories for the purpose of acquiring a practical knowledge of the language, habits, and business requirements of the country, they began business in March, 1853, in a small rear building in Varick street, in this city, where they manufactured at the rate of one piano per week. Their instruments attracted such attention from professional musicians and the general musical public that at the end of the year they found the building occupied by them far too small for their rapidly-increasing business, and they consequently

REMOVED TO A LARGER BUILDING

in Walker street, near Broadway. Their business still increased so rapidly that it was found necessary, in 1858, to purchase ground on Fourth Avenue for the erection of a factory of size proportionate to the heavy demands on the manufacturing ability of the firm. This building was erected in 1859, and occupied in 1860. In 1863 a southern wing was added, by which the factory was extended to nearly its present size, namely, the front of the entire block between Fifty-second and Fifty-third Sts., the wings of the main building extending 165 feet on Fifty-second street, and 265 feet on Fifty-third street, the entire building being six stories high. The steam kilns for drying lumber are in the center of this hollow square, and 14 city lots are used for the continual open air seasoning of over 3,000,000 feet of lumber. These factory buildings have an uninterrupted front of 631 feet on the avenue and streets named, combining to make them, with their 102 labor-saving machines and the employment of 700 of the most skilful workmen, one of the most perfectly arranged and most extensive establishments of the kind in the world.

In 1852, just nine years after the establishment of the firm in New York, they were

COMPETITORS AT THE WORLD'S FAIR

in London, exhibiting two Grand and two Square pianos, of which the highest number, 1,883, received a first prize medal. In 1863 Steinway & Sons resolved to erect new warerooms on East Fourteenth street, between Union Square and the Academy of Music, where they now stand. At the same time they purchased a rear plot of ground, extending through to Fifteenth street, and in 1865 erected on it Steinway Hall, to supply the long felt want of a concert hall which, in size, acoustic qualities, and general fitness, should satisfy the needs alike of artists and the general musical public. This hall is 123 feet long, 75 feet wide, 42 feet high, and has a convenient seating capacity for 2,500 persons.

Five years after the World's Fair in London the Paris Exposition took place, at which Steinway & Sons were exhibitors, and were awarded the first gold medal of honor.

Of the pianos exhibited at the Paris Exposition that with the highest number was 13,227, while now, five years later, 25,396 is finished and in the warerooms, and number 26,300 has just been begun at the factory.

THE RAPID GROWTH

of the manufacture of pianos in the United States is a marvel alike to those who study the industrial resources of our own country, and those European makers who once nearly monopolized the piano trade of America. Now, instead of being large importers, Americans are large exporters of pianos, and since the Paris Universal Exposition of 1867 the fame of American pianos has spread throughout Europe, and numbers of Steinway grand and upright pianos are annually sold in Berlin, Stockholm, Madrid, Paris, Odessa, and other European musical centres.

In 1869 Steinway & Sons made and sold no less than 2,300 pianos for the aggregate sum of $1,205,463. In the year 1871 they made and sold 2,410 for $1,352,800 in the aggregate. They purpose making during the current year more than 3,000, in order to meet the constantly growing demand, and to that end are largely increasing their manufacturing facilities.

### LOCALS.

**The Common Council.**

This body of hundred dollar orators meets this afternoon. The public can attend in a body, and hear all about the Squares, Sewers and Water Works, without extra charge.

**Notice.**

The Mutual Base Ball Club will not play this afternoon, owing to absence of members.

**Improvements on King Square.**

Painters were at work yesterday giving the posts around the Square a coat of green, and a vast improvement in appearance has been produced. There is a plentiful crop of shavings and old paper spread over the grass, that it would be well to remove.

**Flora Myers Theatre.**

The Flora Myers Company are highly appreciated by the people of Halifax, and meeting with the success they deserve Miss Myers is already a great favorite, not only on account of her careful, consistent acting, but for her many genial, quiet and unassuming ladylike qualities. Among the late additions to the Company are Mr. and Mrs. Paul. Marrietta Ravel, the dashing sensational actress, will commence an engagement with the Company in Halifax next week.

**Personal.**

We regret to learn that there is no improvement perceptible in the health of Hon. William Garvie, of Halifax, and that his friends have little hope of his ultimate recovery.

Mr. Samuel Watson, for some time attached to the Toronto *Globe* staff, has been appointed Librarian to the Local Legislature. Mr. Watson is one of the best informed gentlemen and most expert Parliamentary reporters in the Dominion.

Walter S. Lennox, comedian, Mr. J. W Norris, Prof. F. A. Muller, and Miss Josie Batchelder, of Mr. Lanergan's theatre, arrived last evening.

Hon. A. McQueen was in town yesterday.

Mr. Jennings, of Bangor, one of the proprietors of Johnson's Anodyne Liniment and other preparations, is at the Park Hotel.

**Reform.**

The dingy palace of justice, wherein ways that are dark are illuminated, and tricks that are vain are frowned down, is receiving a whitewashing. Strong limbed whitewashers for 40 cents per hour of unalloyed labor, are making the ceiling and walls as cheerful and clean as possible. A new building is badly wanted, the present one is entirely unfit for occupation.

**Mrs. McLean,**

whose Card appears in to-day's TRIBUNE, has opened a Dress-making and Millinery establishment in one of those fine stores in the Academy of Music building. The stand is one of the very choicest in the City; and as this lady is thoroughly up in her line of business, we have no doubt that she will meet with extensive patronage. Parties interested are referred to the advertisement and to the establishment itself for fuller particulars.

**A Sad Accident.**

As the 2.30 train from St. John was leaving Hampton yesterday afternoon, about 4 o'clock, a young lad named Raymond, whose parents reside in Bloomfield, attempted to get on board by going between a passenger and a box car. Missing his footing he fell and the train passed over both legs, severing them from his body. He was immediately conveyed to the nearest house and medical attendance procured. Telegrams received last evening reported the unfortunate lad in a very critical condition. He was attending boarding school at Hampton, and was about to visit his parents when the accident occurred.

Since writing the above we are informed by telegrams received, that the young lad died last evening at 8 o'clock. An inquest was to be held on the body this morning.

**Distinguished Arrivals.**

Senators Wm. Miller and J. H. W. Kaulback, and D. B. Woodworth, M P. P. of Nova Scotia, were at the International last evening, on their way home from Ottawa, where the two first mentioned were attending to their Senatorial duties, and the latter was on a visit to the Capital. Each of the three is famous in his way. Miller was the member who introduced the Confederation resolutions in the Nova Scotia Assembly; Kaulback owns most of the town of Lunenburg; while Woodworth has the questionable credit of having more vociferously demanded, "bring out the sick man," (Hon. W. Garvie) on the floors of the Nova Scotia Assembly, last winter, than ever did King Richard for a horse.

**Shipping Notes.**

Up to Friday morning 198 square rigged vessels had arrived at Quebec, and 34 at Montreal—total 232,—leaving about 170 of the spring fleet yet to arrive. The arrivals up to that date exceed those of last year by sailing vessels 58; ocean steamers, 6; craft from lower port, 188.

The barque Cornelia, from Grimsby, with 648 tons of coals, struck ice on the 15th inst., near St. Paul's, and sank half an hour afterwards. The captain, his wife and eight men arrived in Quebec on Friday last, on board the ship "Johan." The remainder of the crew arrived on board the barque "Christiana."

The barque Tadmor, 625 tons register, wrecked on Anticosti, was sold in Quebec on Thursday last to Rousseau and Paterson for $85, and her cargo, consisting of 601 tons of steam coal, to Mr. McCord for $75.

Captain Winsness and the crew of the barque Franklin, reported to have been wrecked at Anticosti, have reached Quebec on board the ship Zingara, Capt. Johnson, from Arendal.

Capt. Brabaseon of the barque Statesman, from Belfast, which arrived at Quebec on the 23d, reports that he passed St. Paul's on May 2nd; from then until the 15th he was detained by ice at times entirely encompassed. Spoke a large black ship with mainmast gone, and mizen topmast; too far off to read the name. May 16th, saw one ship and two barques ashore on Anticosti, to north of east point; crews seemed to be living on shore in tents.

The new steamer "Falmouth," of the New England and Nova Scotia Co., which has just been built in New York, is splendidly fitted up for the route between Portland and Halifax. She leaves Portland on her first trip, on Saturday June 8.

The Pilots of the St. Lawrence are kept pretty busy just now. The Quebec *Gazette* of Friday says: "The Corporation of Pilots sent down 20 of their number yesterday, by train, to River du Loup, where the pilot Schooner Marie Ledia, was lying, waiting for them."

The "City of Paris" (Inman Line,) "Abyssinia" (Cunard) and "Adriatic" (White Star) left New York almost simultaneously on Saturday 27th April, and although they took different courses and experienced different weather, all three vessels were docked in Liverpool at the same time, the passengers being landed at almost the same moment. They made the trip in about 10 days.

**Bishop's Opera House.**

At the Opera House last night, though not on the bills, Messrs. H. O. Reardon and Master Willis, who arrived in the steamer, gave their brilliant performances. Mr. Reardon sat behind a table facing the audience, playing a piano with the left hand, while with his right he played variations on the tumblers, which were ranged on the table in the same style as the Bell Ringers have them. The tumblers are partly filled with water to tune them. He was recalled three times, and concluded with "Home, Sweet Home." This is certainly one of the best performances ever given here. Master Willis imitates the canary, thrush, sky lark and mocking bird, and the pig, horse and dog. His bird imitations are wonderfully clever, and as a contortionist he twists himself into all positions imaginable. No better performances could be witnessed than are nightly given at the Opera House. To-night Prof. Reardon, Master Willis, Mr. and Mrs. McEvoy, Roome and Talbot, Hogan song and dance artist, and Mudge, champion clog dancer, will appear. Contrary to the idea of many persons, nearly all those performers appear in white faces.

**Adventurous.**

That indefatigable sportsman and genial gentleman, A. St. Maur, Esq., started yesterday morning for Gaspe, *en route* for the Island of Anticosti, where he intends spending some time in pursuit of the *feræ naturæ* of that uninhabited country. He will charter a schooner to take him there, and proposes "trusting to luck" for the return voyage. We wish him all the success his enterprise deserves, and in that case his trophies will be a sight to see.

**Steamers.**

The "Steamer "Lady Jocyan," sailed from Liverpool on the 25th inst., for this port via Halifax, with a full freight.

The Steamer "Lady Darling," finished discharging this noon and is now taking in a cargo of deals for Liverpool. She will sail on Saturday morning, and will carry a mail for England; she leaves Liverpool again on the 3rd July for this port direct.

**Complaint.**

A number of boys, from 10 to 15 years of age, who have no respect for the Sabbath, assemble every Sunday afternoon in the yard of the Christian Brothers School on Sidney street, near Orange, and play ball, their language at all times being disgraceful. Residents in the neighborhood complain of such Sabbath desecration.

**The Greeley Estate.**

Yesterday Mr. Lockhart sold accounts amounting to $178 89 belonging to the Greeley Estate to R. B. Weldon, Esq., for three dollars and fifty cents; and Mr. Greeley's interest in 200 acres of land near Murray Cove, Grand Lake, for $13 75, also to R. B. Weldon Esq.

**Richard's Himself Again.**

Doctor Williams, who had his carriage broken some days ago, has had it repaired, and now the sun can shine on the panel pictures of Doctor Franklin and Doctor Williams, both philosophers in their way.

**Merchants' Exchange.**

The following despatches were received at the Exchange to-day:—

*Montreal, May* 28.—Flour at Liverpool 27s. 6d. a 28s. Red wheat 11s. 9d. a 12s.

New York Flour Market quiet, without decided change. Common to good Extra State $7 50 a $8.60.

Pork dull, $13.50 a new.

Grain freights 6d.

Montreal flour market dull heavy. Western States and Welland Canal $6.50.

No Gold despatch received at 1 p. m.

**Supreme Court.**

Wood *vs.* the Corporation is still on today.


OYSTERS! OYSTERS! OYSTERS!—If you want oysters, call at Geo. Sparrow's, King street. By measure or any other way. *


# By Telegraph.

## British and Foreign.

[*By Telegraph to Associated Press.*]

LONDON, May 28.

A sensation was created in the Commons this morning by a bold protest of Tom Hughes against horse racing and the usual adjournment of Parliament for Derby day which occurs to-morrow.

Gladstone moved House adjourn until Thursday.

Hughes pointed to the fact that the House adjourned only two hours on Ascension day for Divine Worship, and it now proposed to adjourn twenty-four hours for the Derby. The English race course had introduced a most corrupt and insidious system of gambling. While opposed to this species of amusement he believed in manly sports like International boat races, cricket, etc., and thought they should be encouraged.

The adjournment was carried 212 to 58.

Hughes was received with ironical cheers and laughter.

Gladstone replied briefly to questions put last night by Disraeli and Horsman concerning the Supplemantal Article, but added nothing to the information already possessed by the public on the subject.

The "Figaro" announces that Nilsson will be married to M. Rowzeand, in Paris early in July.

St Charles Parish, Louisiana, was visited by a tornado on Friday, which destroyed a large amount of property.

## The Upper Provinces.

SIMCOE, Ont., May 29.

A terrible thunder storm occurred here yesterday; hailstones of great size have destroyed crops, plants and fruits; damage serious.

WHITBY, May 29.

The English Church here was struck by lightning in a storm yesterday and the inside totally destroyed.

DESJOACHIMS, May 29.

Arthur Hamilton, and J. Abbott, surveyors on the Montreal River section of the Pacific survey, with two men were drowned while crossing Lake Temis coming in a small canoe during a storm.

MONTREAL, May 29.

Inhabitants of this city have tendered Lord Lisgar a public banquet, upon the occasion of his departure from this country. It will take place 19th June.

NAPANEE, May 29.

A French woman, aged 35, fell asleep on the Grand Trunk Railway track yesterday, near Erneston Station, and was run over by the freight trains and smashed to pieces.

SARNIA, May 29.

A large cargo of silver ore from Silver Island, arrived here yesterday.

OTTAWA, May 29.

Sir Hugh Allan and Beaubien are here on business connected with Northern Colonization Railway.

## Dominion Parliament.

[On Friday the Commons will go into Committe on the Government resolution to appoint a Harbor Master for Halifax, and open a shipping office at each Custom House port in Nova Scotia. The Government Bill for distributing seats under the Census will be introduced on the same day.

In the Senate the Treaty Bill was discussed on a motion to read a second time. Hon. M. Letellier opposed it, but would not move any amendment or ask a vote. Debate on it was adjourned.

M. Kenzie in the Commons gave notice that amendments would be moved to the Pacific Railway Bill on the motion for the reception of the Report of the Committee of the whole. Cartier said the Eastern Terminus would be somewhere on the south side of Lake Nipissing. Wright, of Ottawa, wanted the road to run north of that Lake, and Blake wished it to run along the south and west sides; but the House did not accept either. It is said to be the Governments intention to run it north, and build a branch line to the south of the Lake.

[BY TELEGRAPH TO THE EVENING PAPERS.]

OTTAWA, May 29.

In the House yesterday, after a keen debate Cartier's Pacific Railway Bill was resumed in Committee, and a long discussion on the disposal of land grants to the Company building the road took place.

The fourth clause provides for thirty millions as the amount of money subsidy to the Company.

Jolly asked how it came that the amount was placed five millions higher than stated by the Government last session as the amount that would be required.

Hincks said the Government never stated positively that twenty-five millions would be sufficient; but when the Opposition were raising the cry that the country would have to provide a hundred millions for the road, he had stated that twenty-five millions would, in all probability, be sufficient.

After a long debate the Bill passed through Committee, and was reported with some amendments.

The Bill to repeal duties of Customs on tea and coffee passed a third reading.

Tilley introduced a Bill, founded on resolutions from the Committee of the Whole, respecting pilots in Charlotte County, N.B.

House adjourned at 11.30.

**City Police Court.**

Ann McCoy, 35, N. B, lying drunk on Pond street, and carted to the station. Let go.

Charles Finney, 21, a Nova Scotian, cursing and swearing on Carmarthen st., fined $4 or five days gaol.

Jeremiah Donovan, 35, Ireland, lying drunk on Brittain st.; fined $4 or five days gaol.

Jane Colter, 40, Ireland, drunk on Duke street; fined $6 or two months penitentiary.

—Kate Donovan still lives in Springfield, Mass., and retains her plumpness of appearance, although, if reports be true, fifteen months have passed since she has retained anything in her stomach long enough to receive nourishment. Six weeks ago the city physician gave her a teaspoonful of beef tea, and for the fifteen minutes before it was thrown up, her sufferings were very great. Since then no similar attempt has been made, and she has taken only a small quantity of water.