WHOLESALE WAREHOUSE,

55 and 57 King Street.

WE beg to call special attention to our NEW STOCK, which is now complete in all Departments:—

DRESS GOODS, COTTONS, PRINTS, WOOLLENS, LINENS, FANCY GOODS, MILLINERY, MANTLES, SHAWLS, HOSIERY, TIES, SMALL WARES. &c., &c.

An unlimited assortment of READY-MADE CLOTHING, Shirts and Underclothing, Straw Felt and Shade Hats.
COTTON WARPS of the best quality.
Superior power and hand loom HOMESPUNS, Wholesale only, at our usual low rates.

EVERITT & BUTLER

may 16

The Daily Tribune.

ST. JOHN, N. B., MAY 18, 1872.

Prepare for Work!

The Washington Treaty having been accepted by the parties chiefly interested, it becomes the duty of Canadians to master its provisions in all their details, and prepare to make the most of it. In regard to the free admission of our Fish into the American market, early action should be taken. It is tolerably well known that here on the Bay of Fundy the parties who prosecute the fisheries are principally persons of small means who confine their operations to catches taken with the aid of small fishing boats, and who consequently sell to the nearest local market. It is not probable that the number of this description of fishing craft would be diminished by the operations of larger vessels, such as might readily be sent out by men of means; and, again, it is highly probable that under the Treaty that class of fishermen will find their market entirely in St. John, since there will no longer be any inducement to them to sell at Eastport. In addition, however, to these inexpensive boats, St. John ought to purchase or build and equip immediately a fleet of schooners, such as the American fishing ports send out, and make a bold stroke for a good share of the profits of the Fisheries. We have here the enterprise, the necessary capital, the facilities for building, the outfits and other requisites. We have open to our prowess not merely the Bay of Fundy, but the Gulf of St. Lawrence, from Labrador for Cape Breton, including both shores of Prince Edward Island, as well as the "Banks" of Newfoundland. Our business men have never failed in any of their undertakings, whether in general trade, in lumber, in manufactures, or purely local enterprises. They have now before them an opportunity of entering a new field,—a field in which Halifax and the towns of Newfoundland have reaped a rich harvest, to say nothing of American ports built up and enriched from the same source. We invite their earnest attention to this subject. We hold that the present is a favorable moment not merely for consideration but prompt action. We can build vessels more cheaply than the people of the United States, equip and provision them more cheaply, and man them at half the cost of theirs. We need experienced hands, it is true, but these can be obtained; we require American pluck and push, and these qualities we must encourage and foster, though we believe we possess them already—the present being a fitting time to call them forth and exercise them freely. The fact of the Treaty not being all we could desire is no reason why we should sit idly grumbling over its provisions; it is, rather, an excellent reason why we should get out of it all there is in it that can be turned to our advantage. St. John, heretofore, has not held a prominent place as a centre of the Fishing industry, but as the way is now open for supplying the American market, to which St. John is as convenient as any other large sea-port in all Canada; as St. John merchants are disposed to engage in any branch of business that will yield a fair benefit on investment; as the prosecution of the Fishing interest is known to have yielded wealth to cities not as favourably located for engaging in the trade, we have no doubt that the proposal will commend itself to our merchants of means and enterprise, if not immediately, certainly after the subject has received their serious consideration and such related facts and figures have been collected as are necessary to the formation of an exact judgment.

The Maritime Members and the Treaty.

It would appear that three fourths of the New Brunswick members of the Commons who were present at the Division on Thursday night, voted for the Treaty, the vote standing nine to three. Two members strange to say, were absent, Messrs. Costigan and Hutchison. The yeas, we presume were Messrs. Tilley, Gray, Ryan, Bolton, Burpee, Ferris, Pickard, Smith, Wallace and Moffatt; the Nays, Messrs. Anglin, Renaud and Connell. On the whole, it is the most singular division the New Brunswick members have ever made Several who have heretofore persistently opposed the Government, voted with them on this occasion, while Mr. Renaud, who was never before known to vote against them, opposed them, and Mr. Connell who spoke in favor of the Treaty, voted against it. It would seem from an analysis of the voting that in New Brunswick, at least, the matter has not been treated in a party spirit. The same remark applies to Nova Scotia. Here Messrs. Jones and Power, representing the same constituency (Halifax) and elected on the same ticket, differed, Mr. Power favoring the Treaty and Mr. Jones opposing it. In fact, of all the Nova Scotia members, only two,—Mr. Jones, and Mr. Ross, of Cape Breton,—recorded their votes against it. Messrs. Howe and Chipman (both friendly,) were absent. Two or three supporters of the Government in Quebec and Ontario,—earnest supporters, too, they are—voted with the Opposition, doubtless to please constituencies that hold strong opinions adverse to the Treaty. But all things considered, the vote against the Treaty represented little beyond the strength of the Opposition, pure and simple, in Ontario and Quebec; and even of that Opposition there are some who have avowed themselves friendly to the Treaty, but they voted against the Government's Bill because, (as they alleged) of the manner in which the Government have dealt with the "money consideration." Altogether, the treatment which the Treaty has received is a great triumph over party, sectional and purely selfish considerations. It elevates our Canadian legislation to the dignity of statesmanship, and removes from us the reproach, too often cast upon Canada, that while she desired to remain within the Empire and reap the advantages of the connexion, she was unwilling to regard Imperial interests from any other than a Colonial stand-point. Such a charge can never again be truthfully brought against us after the vote of Thursday night. A City cotemporary neatly puts it to-day:—

What will they say in England, when they come to understand there that chiefly from a regard to Imperial interests our Parliament, by a most decisive vote, has virtually ratified the Treaty provisions, which are justly obnoxious to almost all thinking people from one end of the Dominion to the other?

But having sanctioned the Treaty, we shall be worse than fools if we do not study diligently how to profit by it as far as its provisions will permit.

Railways and Shipping.

AMERICA AGAINST THE WORLD!

The following facts and figures were prepared for the Boston *Journal*, from which we copy them. They embrace, however, only a portion of a column of statistics, relating chiefly to the development of railways and other industrial enterprises on the American Continent, and which tell of equipment companies organized with many millions of capital; great railway bridges completed, involving millions of expenditure; new railroads opened; the consolidation of great Companies and the increased earnings of long established lines. We learn, for instance, that the central Pacific railway earned in March last $863,050; the Lake Shore and Michigan Southern, $1,470,048, and many other lines in proportion,—the aggregate earnings reaching a total that seems fabulous, and that for one of the most unfavourable months in the year. The progress of railway extension is illustrated by the increase in the State of Iowa, which in 1862 had 626 miles of road, and in 1872 has over 3,000 miles, the earnings of last year being over $12,000,000. The facts which we quote speak for themselves. (It is to be noted that no account is taken of railway construction in Canada, where the Inter-Colonial, the River Du Loup Railway and several important lines in the Upper Provinces, are in progress, while 2,500 or 3,000 miles of the Pacafic Railway and 500 to 800 miles of other lines are projected..) The whole facts, particularly those which want of space compels us to omit, indicate such energy, command of resources, and practical sagacity directed to the advancement of commerce, as may well amaze persons who do not share in the "fierce activities" that accompany such lavish efforts of mind and money.

[From the Boston Journal.]

Minnesota has nine new railways in course of construction.

The great railroad bridge across the Missouri, at Leavenworth, Kansas, was finished March 13.

The receipts for tolls on the New York canals in 1871, amounted to $2,842,954.94. The total expenses for the year were $1,860,969.62.

The Lake Superior and Mississippi Railroad has recently been leased to the Northern Pacific Railroad Company for a term of 999 years.

The $100,000 offered last year by the State of New York, for the best plan for canal boat navigation by steam power, is still open to competition.

The Pullman Car Company has purchased 85 acres of land near London, Canada, on which to erect works for the manufacture of its palace cars.

Work has been commenced at Mare Island, on the Pacific coast, upon plans for a stone dry dock of a size to accommodate the largest naval vessels.

The Philadelphia and Erie Railroad earned last year $3,552,263.73, and expended $2,782,072.80. The number of passengers carried was 684,884, and the total tonnage was 1,828,491.

The Vermont Central uses monthly at its St. Albans Car Shops 400,000 feet of timber in the construction of cars. The flat cars are made chiefly of timber brought from Connecticut.

The Inman Steamship Company have ordered the building of another vessel for their line. She will be the largest steamer afloat excepting the Great Eastern, and will cost $1,250,000.

On the Deleware, in the neighborhood of Philadelphia, there are twelve iron steamships in course of construction, from 1,500 to 3,500 tons capacity each, and to cost in the aggregate $6,200,000.

There is one mile of railroad to every 379 inhabitants in Iowa; to every 411 in Illinois; to 467 in Indiana; to 699 in Pennsylvania; to 686 in Missouri; to 975 in Massachusetts; and to 1,022 in New York.

[The Province of New Brunswick,—when the Inter-Colonial and River du Loup Railways are completed,—will have a mile to every 450 inhabitants, and in proportion to *wealth*, more railways than any other country in the world! ED. TRIBUNE.]

A company with a capital stock of $4,000,000 is being formed, to build a railroad from Whitehall, New York, to Rouse's Point, Clinton County, 128 miles, to run along the west shore of Lake Champlain.

The proposed line of Continental Railway is to extend from New York to Chicago, and thence to Council Bluffs. The distance will be 1224 miles. It is supposed that the road will cross the Mississippi at Muscatine.

Probably the heaviest contract ever undertaken by one man is that of Henry Meiggs, with the Peru Government, to build a railway across the Andes for the sum of $100,000 000. The highest point to be crossed is 16,000 feet above tide water.

A firm in LaCrosse, Wis, has been awarded the immense contract by the Northern Pacific Railroad Company for putting in the docks at Duluth. This work will take 20,000 piles, and over 12,000,000 feet of lumber besides an imuense amount of iron and stone.

The value of the United States signal service is illustrated in the comparison of the coast disasters of two years past. The number of vessels lost, or damaged in November and December, 1871, was 233; same period in 1870, 366; number of men lost during the same time in 1871, 23; 1870, 91.

Between Feb. 17 and Dec. 15, 1871, the Pittsburg, Fort Wayne and Chicago Railway bridge over the Chicago river made 13,647 swings, allowing 39,627 vessels to pass. The bridge is over three miles from the mouth of the river and comparatively only a small part of the vessels in the river pass it.

It is stated that a new line of Clyde built steamers, of 3'00 tons each, will, during the present year, be established between New York and Naples, a company having recently been formed in that country for the purpose. The company expect to do a large business in the transportation of Mediterranean fruit.

The entire anthracite coal tonnage of the Philadelphia and Reading Railroad Company, for the year 1871, was 4,026,216 tons, of which 3,716,584 tons were from the Schuylkill, Shamokin and Mahanoy regions. This Company, under the name of the Philadelphia and Reading Coal and Iron Company, own about 70,000 acres of coal lands, costing nearly $12,000,000

The total length of the miles of railroad owned and leased in Pennsylvania by the Pennsylvania Company is 600 miles. The earnings last year were $22,262,010 08, and the net profits $6,896,403.51, which, after paying interest on indebtedness, is a profit of nearly 12 per cent. on the capital. The Pennsylvania Company lease or own a controlling interest in roads in other States aggregating a length of 3290 miles.

The following are some figures of interest connected with the business of the Illinois Central Railroad last year: Gross earnings, $7,052,440.46; net earnings, $2,771,918 21; State taxes, $463,512.91; 19 372,210 bushels of grain forwarded from stations in Illinois; 89,386,000 feet of lumber forwarded from Chicago, which was 32,934,000 less than in 1870; a total of 1,831,944 tons of freight transported at an average cost of $2.32 per ton per mile.

The number of steamers on the Atlantic coast in 1871 was 1410. The value of property destroyed by fire, explosion, collision and wreck, was $1,324,000; lives lost, 319; number of steamers inspected in waters flowing into the Gulf of Mexico, 1077; property destroyed, $1,414,000; lives lost 695. Number of steamers inspected on the lakes, 640; property destroyed, $496,000; lives lost, 235. Number of steamers inspected on the Pacific coast, 180; lives lost, 206.

John Hilyard Cameron on Sir John A. Macdonald.

With regard to the Treaty itself, before entering into discussion on its various points, he might be allowed to say a few words about one upon whom the eyes of all Canada were fixed, in whom all Canada had the greatest possible interest, and in whom, he ventured to say, the greatest part of Canada had the most implicit faith and reliance. He referred to the gentleman who was entrusted, not only as negotiator but as the representative of the Empire, and of Canada as a part of it; he whom every one had been accustomed to see, and whom he (Mr. Cameron) had been permitted to follow, as his leader, for so many years. Probably there was no member of the House better entitled to speak of that gentleman than he. They had been friends for more than half the term allotted to man; they had been at school together, and had been in the Government of Canada in the freshness of their youth, more than a quarter of a century ago; and from that year to this, although their positions had been very different, he had been always his political follower, and had endeavored always to be his faithful friend, and he believed there were very few among those who had been his friends, followers and supporters during that long period of years who were not his friends and supporters now. There could hardly be a higher compliment paid to any man than that he could have held the position he had held during the many years past; and he felt compelled to say it because vituperations had been poured upon him, because heartless attacks had been made upon his character and honor, because they ought to remind themselves of his services and of his worth to the country. They all knew, every one of them, and he (Mr. Cameron) recollected well, the time when he first came so prominently to the front. They all might have looked through their own party, in and out of politics, and could not have found a single man his superior, and in the Opposition party they could not find a man his superior nor his equal. During all those years he had carried out those measures which he considered were for the good of the country. In many he (Mr. Cameron) did not concur, but in many had agreed; and of all men competent to deal with the affairs of this country, he had always considered that there was no one so competent as he, Sir John Macdonald. He (Mr. Cameron) had seen his skill and ability at all times and under all circumstances, and there was no one among them who had not had an opportunity over and over again of judging it. He would ask them to recollect how, when circumstances had withdrawn him, when debates and discussions were going on, they had felt that the chords were jangled and out of tune, and when he returned again how his master hand evoked a harmony that no other hand was able to produce. They had all known it. They had seen him in his position there using his talents and great ability for the benefit of the country. Had he turned those talents and that ability to his profession, he would have won both wealth and fame. He had been engaged in measures for commercial and railway enterprise, for trading companies, and for great landed and other corporations; and while he had been charged as the means of corrupting others, no man had ever said that he (Sir John) had corrupted himself; no whisper, no insinuation, no hint of personal gain ever went forth against him. Whilst other political men were making their fortunes, no one ever felt otherwise than that that man was poor because he never allowed his political or parliamentary influence to be used in order that he might in the slightest degree make capital of his position. Did not they all feel that one reason why his learned friends opposite had raged so furiously against him, had been because of what his hon. friend from Lambton had said the other night—that his (Sir John's) path was marked by the graves of dead politicians. He (the member for Lambton) had boasted of the purity of Reform principles, and of the strength and power of Reformers; and yet he had seen their foremost men, one by one—even the great Anak himself—become the willing captives of his bow and spear, and march to their political death under the eye of their conqueror; while he contended that what they termed "political death" was really political regeneration. That was their position; and their position with regard to his hon. friend had been not merely with reference to that, but it had been in reference to all of them. He had always been generous and easy of access, ever mingling courtesy with kindness. No man ever had more devoted friends and followers. He had grappled them to his heart with hooks of steel, and had left them there. Over and over again he had carried them forward with him to victory, and he believed that now as ever his latest crowning victory would be the response which the Parliament of Canada would make to the appeal that they should ratify the Treaty. His party were indignant that the charge of treason and the name of "Judas" should be used against him. Notwithstanding the taunts and the violence of the Opposition—notwithstanding the accusations they made—they would find that, in the opinions not only of a large majority of the members of the House but of an equally large majority of the people of the country, there was no man under whose banner they would more gladly advance, either to victory or defeat, than that of the hon. member who led them. He felt that these observations were due to his friends, that none of his colleagues would like to speak of him in reference to these matters as he (Mr. Cameron) had done.

The Fine Ladies of Washington.

The ladies now belonging to the diplomatic corps at Washiugton are, Madame Blacque, at present styled "*la dogenne*," as wife of the dean of the corps, Blacque Bey, the Turkish minister; Lady Thornton, wife of the British Minister; Madame Garcia, wife of the Argentine minister; Madame Freyre, wife of the Peruvian minister; Madame Borges, wife of the Brazilian minister, and Madame Suaza Lobo, wife of the Portuguese minister. The new Spanish minister, Admiral Polo, is married, but his wife has not yet arrived. The wives of the ministers are very attractive women.—Mademe Blacque is very handsome. She is a *brune*, with flashing dark eyes and brilliant complexion; has very quiet manners and a soft, low voice. She has two little children, born in America during her first residence here, before her departure for Europe, nearly two years ago. As *la dogenne*, the wife of the Turkish minister receives the greatest deference from the other ladies of the corps, who regard her as their leader, and her action in regard to social questions which may arise is considered as establishing a precedent to be followed by themselves.—Lady Thornton is a very tall, slender, English blonde, whose appearance indicates delicate health. Her face is a most interesting one. She converses with much readiness, and possesses the rare charm of appearing interested in those she meets. More especially is this the case when she has it in her power to show kindness to others; her quick sympathies seem always ready to respond when she is able to relieve suffering. Sir Edward and Lady Thornton have three or four children, the eldest of whom, a son, they placed at school in England during their recent visit there Madame Garcia is one of the women born to reign in society. She has the power of captivating those brought within the sphere of her influence to an extent rarely observed. It is not only her appearance that so takes possession, though that is remarkable, but her brilliant conversation, her cultivated manner, and her seductive way of saying the pleasantest things possible to you, make you, in the course of fifteen minutes' conversation, one of her most ardent admirers. She is strikingly handsome: has a commanding figure, though she is not taller than the average, large black eyes with great power of expression, a clear *brune* complexion, and fine teeth. She is a very intellectual woman, with a decidedly literary turn, and has published a novel, and, I believe, other books.—Madame Freyre is a daughter of an ex-President of Columbia, South America, a highly accomplished woman, with attractive manners and face, and a fine musician.—Madame Borges is a woman of great refinement, prepossessing appearance and dresses with taste in rich but well selected toilettes.—Madame Suaza Lobo is the daughter of a wealthy New York gentleman, Mr. Allien She met her husband and married him in Paris not a year ago. She had resided there some time prior to her marriage Senor Lobo belonged to the Portuguese legation in Paris before his appointment here. She is a blonde of stylish appearance, musical, and a fine conversationalist. And such are the wives of the ministers from foreign parts. As for the dean of the corps, Blacque Bey, he is a man of great independence, and utterly devoid of pretension. He is tall, handsome, and robust, a fine vocalist and capital talker, and has been many years in the diplomatic service. Instead of being a "regular old Turk," he and his wife are of Christian descent, and both are Roman Catholics.

LOCALS.

Union Street Congregational Church.

Services every Sabbath at 11 a. m. and 6 p. m. Strangers always welcome.

Cordwood.

Although the supply of cordwood at the Market Slip is more than equal to the demand, prices remain the same. White Birch sells at $1.75 and mixed $2 per load.

English Mail Arrived.

The Royal mail steamer "Austrian" arrived at Halifax at 11 o'clock last evening. Mail for St. John, will arrive per "Empress" this evening.

The Freight Train

on the Government railway last evening when about entering St John Station, met with a mishap, A pair of damaged wheels were removed from one car and others substituted, and everything was made right about midnight.

Mail for England.

A mail for England, per steamer "Millbanke," will be made up at the Post Office to day. It will close at 8 p. m.

Judge Gilbert.

Police Magistrate Gilbert is progressing favorably, and we hope will be out in a day or two.

First of the Season!

Geo. Sparrow advertises strawberries and cream, and P. E. Island oysters in to-day's TRIBUNE.

A New Departure.

Matthew Ferguson, formerly a Dock St. merchant, has, after a farming life at Rothesay for some years, gone into general business at Moncton.

Steamers.

The steamer "Emperor" left at noon to day for Yarmouth. On her return she will make her regular trips between Yarmouth, Portland, Boston and this port. The "Emperor" is now one of the strongest boats sailing out of this harbor; she is handsomely furnished, and strict attention will be paid to the comfort of passengers. The enterprise of her owners, Messrs. N. K. Clements & Co., is deserving of success.

The S. S. "Milbanke" will sail for Liverpool to-morrow.

The R. M. S. "Prussian," for Quebec, put into Sydney, C. B., on Wednesday, the 15th inst., on account of ice.

Personal.

We notice that Mr. and Mrs. J. W. Lanergan have returned to the City.—We have not heard anything recently of the progress made in securing the Academy of Music for the performances to be given by Mr. Lanergan's Company during the approaching theatrical season, but we should hope that the application of Mr. Lanergan, if made, to the Directors of the Academy, will meet with favorable consideration. Mr. L. has been a general favorite in St. John. He was the first to introduce the Drama among us. He came when the fiercest prejudices prevailed against theatrical amusements; he conquered these prejudices by judicious management and unimpeachable personal conduct. For years the only gainers were the people of St. John. Mr. Lanergan's successful and praiseworthy efforts in the past are a satisfactory guarantee that the Academy in his hands, for a time at least, would be a place possessing rare attractions and enjoyments for the patrons of the Drama.

The Hon. A. McQueen and W. C. Milner of the Sackville *Post* are at the Waverly.

James Roome, the celebrated banjoist, is at the Grand Central.

Doctor E. Williams, whose "lightning oil" cures all pains, is at the International.

Prof. McEvoy of New York is at the Royal.

Improvements.

The dilapidated old building adjoining that occupied by Messrs. Tufts and Emery on the South Wharf, belonging to the Johnston estate, has been torn down, and is to be replaced immediately by a three story building which is to be an exact model of that adjoining, and lately erected by H. W. Wilson, Esq. It would be well if a few others, owning some of those miserable looking structures on both the North and South wharves, would go and do likewise.

Hardware.

The column advertisement in THE TRIBUNE of the extensive spring importations of hardware, paints, hose, packing, belting, powder, and all the numerous articles used by everybody, shows that Mr. W. H. Thorne at his Market Square establishment is determined to supply the public with all sorts of highly useful articles in his line; Traders, mechanics, and others interested will find it to their interest to inspect Mr. Thorne's varied stock.

Bishop's Opera House.

This evening James Roome, banjoist, will appear; also Mrs. McEvoy and the rest of the Company. A lively, sparkling, entertainment of well rendered songs, first class piano and a complete orchestra, are among the attractions at this popular place of amusement, which Major Bishop endeavors to make equal, if not superior, to anything of the kind ever here before.

Scene in the Police Court.

The examination in the case of Hugh Maynes for assaulting John Kinney some months ago, proceeded with an air of languid calmness this morning. Justice McAvity, with folded arms, leaned over the judicial desk. Mr. Morrison, Kinney's counsel, leaned up against the railing, with his handkerchief to his mouth; the Hon. J. H. Crawford, counsel for the defence, on one side of the table, with one leg carelessly thrown over the other, gazed serenely at the witness; Fred. J. Doherty, ex candidate for the Town of Portland, sat on the other side, and Matt. Wilson, fashionable tailor, sat on the table and dangled his legs to and fro. Doctor T. J. O. Earle explained the diagnosis of the scull, in the witness box. Policeman Wilkins nursed his thumb, which had been partially masticated in a row yesterday, and the reporter of the *Tetegraph* sat on a high stool and took notes of the proceedings. Mr. Chandler took down the evidence. The few spectators looked on with an air of stolid indifference at the slowness of the proceedings. The case was sent up to the Supreme Court.

Minor Locals.

A cricket match between St. Andrews and St. Stephen will take place on the 24th of May at Saint Andrews; a first class snow storm visited Saint Andrews two years ago on May 24th.—The "Bangor House," by J. H. Russell, late of the Watson House, St. Stephen, will be opened adjoining the Grand Central Hotel, on King's Square, next week.—The "Ouangondy" is the name of the ferry steamer this week.—The grass on King's Square is springing up, making it look like summer.—Fresh salmon are just beginning to make their appearance in Halifax.—A railway train will run from St. John to Halifax in September next.—The large and commodious freight house at the St. John Station will be ready for occupancy the first of June.—The Dolly Varden dress has arrived. A stout old lady, who keeps a marine hotel, was observed leaning over the Reed's Point railing last night, attired in the picturesque Dolly Varden suit.—The "New Brunswick" brought a hack and two rockaways for Mr. Orr, of Fredericton, and a carriage for Doctor Williams, last evening.—The principal business streets of St. John are now encumbered with boxes, barrels, trucks and every imaginable obstruction. The police have a right to report these things to the Chief of Police.

Child Lost.

Between 9 and 10 o'clock this morning a little child, about 6 years of age, daughter of Mr. John Strain, residing on the corner of Prince William and Queen streets, strayed away from the girl who had her in charge, in the vicinity of the old burying ground, and has not since been heard from. Any information as to her whereabouts will be thankfully received by her disconsolate parents.

Amusements of all Kinds.—In Canada and the States.

The boat racing season is about to be opened.

The great pair-oared match, for a thousand dollars, between Barney and John Biglin and Henry Coulter and Lew. Cavitt, will come off on Monday afternoon on the Schuylkill river, at Philadelphia. Hon. John Morrisey is stakeholder.

The four-oared crew of the Atalanta Boat Club of New York, and a picked four from the London Rowing Club, will row a match on the Thames on June 10th.

The Shawmut Club, of Boston, have twelve boats. This Club intend participating in three races at the annual 4th of July regatta on the Charles River. Among the boats owned by them are the "Queen Victoria" and the "England," in which Renforth pulled.

After the Washington Treaty is finally settled, the Americans and Canadians wish to have a cricket match. An Ottawa writer to the N. Y. *Clipper*, says they have a good eleven in Ottawa, and that place ought to be the choice spot of the Dominion, as Mr. Pemberton, A. D. C. to Lord Monck, laid out the ground. We are also informed that Lord Dufferin, our prospective Governor General, played in the Lords and Commons match last year, and is an enthusiastic cricketer. Halifax, St. John and Fredericton boast of as good players as any other part of the Dominion.

Stakes to the amount of $35,000 are to be trotted for in three purses next Fall at San Francisco, between "Goldsmith Maid," "Lucy" and Governor Stanford's famous trotter.

Miss Abbott, the soprano of Dr. Chapin's church, received a present of $6,000 from the congregation to visit Europe.

The regular dramatic season opened at Toronto, May 6th.

J. H. Selwyn, of Boston, will be stage manager of Davenport's Philadelphia theatre, next season.

Couldock is in Philadelphia; Sothern is at Buffalo; Charles Mathews in New York; Frank Roche in Brooklyn; Chanfrau in Cincinnatti; Robert McWade and Lillie Eldridge in Chicago; and Frederic Robinson and J. E. Whiting in Cincinnatti.

The Theatre Royal, Montreal, with J. W. Wallack as the star, opened for the summer season, May 6th.

The Flora Myers Theatre, Halifax, opens on Monday, 20th inst., for a season of three months.

An opera house to cost $150,000 is to be erected at St. Joseph, Missouri.

The "Black Crook" is in Washington. "The perennial delights of revolving prisms, red fire, flesh colored tights, gauze, paint, tinsel, fairies, demons, &c.," are the attractions. They only had the demons when they were here.

Maggie Mitchell, Joe Jefferson, and Aimee, have been delighting Boston.

Brignoli's benefit in Philadelphia was not a success.

"Leavitt's Minstrels" will be at Annapolis, the 24th of May.

The Dorchester Dramatic Club will play in Moncton next week, and the North Pole Minstrels in Hillsboro.

The Case of the "Alumina."

"A Shipper" writes to this morning's *News*:

SIR,—Your remarks this morning in reference to the duty of the Common Council, in view of the stranding of the barque "Alumina," near the mouth of the harbor, are both proper and just. It is but fair to the shipping interest, to the Pilot specially concerned, to the whole body of St. John Pilots, and to those entrusted with the testing of Pilots, that a thorough investigation should be made forthwith. The public ought to know who is blameable in the case of the "Alumina," and indeed in every case, and they can only correctly know through the medium of an enquiry. The Board of Trade might materially assist by giving the subject their attention also.

We quite agree with the writer as to the importance of the enquiry, and we would also urge upon the Board of Trade to take action in the matter in justice to all concerned. It is a subject with which the Board may properly deal, being impartial and not likely to be influenced by pressure from any quarter. To pass it over, and permit conflicting statements to go forth to the mercantile world as to the causes of the disaster, would work a vast amount of injury in some quarters at least.

The Last Sensation.

Sackville has it, warm, fresh and palpitating. The moral horizon is obscured; dark clouds have settled on the lovely Academical village; under the halo of the theological seminary, and the reflection of the institutions wherein the classics, music and the fine arts are promulgated A week ago last Sunday as the "Post" and "Borderer" do most solemly assert, a vehicle to which was attached a fast horse, and wherein sat two men, one with a dark and frowning masque enclosing his profile, and the other with his face exposed to the cool evening breezes, drove up to the house of a widow, and carefully unrolled a soft wrapping from about nine pounds and a half of bright blue eyes and kicking limbs, a chorub of the gentle sex, and left it there, with a sum of money to recompense her. One of the intruders pursues the Esculapian doctrine, the other is to fame unknown. Now the question asked by college professors, divines, other doctors, lawyers, editors, merchants, farmers, and the ladies is, in the language of "Little Breeches:"—

How did she git thar? Angels,
She could never have walked in that storm,
They jest scooped down and toted her
To whar it was safe and warm
Peart and chipper and sassy."

Stragglers.

A reword of one pound sterling is offered for the apprehension of a number of stragglers from H. M. S. "Niobe," now at Halifax, who having strayed away from their vessel have forgotten to return.

Gurney Division.

Rev. Messrs. Parsons and Carey will address the Anniversary Meeting of Gurney Division in the Temperance Hall, King street, to morrow afternoon.

Supreme Court.

Thompson et al *vs.* Leary was before the Court this morning. A. L. Palmer and A. C. Fairweather, Esqrs., for Plffs., and J. G. Forbes and S. R Thomson, Esqrs., for Deft.

By Telegraph.

British and Foreign.

[*By Telegraph to Associated Press.*]

LONDON, 17th.

The correspondence between the British and American governments is published and commented on by the journals, which generally express hopes of a favorable decision by the Senate.

The government forces of Spain defeated five thousand Carlists at Mavaria.

A Carlist report says that the government troops have been defeated near Bilboa.

NEW YORK, 18th.

The Foreign relations committee of the Senate had proposed a new article to the Treaty under consideration yesterday, but agreed on nothing.

Fierce mountain fires in Pennsylvania are still raging, and two towns are in great danger of destruction.

Strikes in New York are increasing. Rioting has begun, and more disturbances are expected.

U. S. government train was sacked by Indians on the plains, 17 persons murdered and burned. The Indians were overtaken by the troops and a fight ensued, the troops being worsted. The band is composed of Indians, Mexicans, and deserters from the U. S. Army.

From Ontario.

[BY TELEGRAPH TO THE EVENING PAPERS.]

OTTAWA, May 18.

In the House after recess among the private bills that passed a third reading was an act to incorporate the Halifax Banking Company.

A long and noisy discussion ensued on a motion for a second reading of a Bill to repeal the Insolvency law.

Jones of Halifax, moved that Nova Scotia and New Brunswick be exempted from the operation of this bill.

Gibbs' motion for six months hoist was lost—72 to 80.

An amendment by Bellerose for a third reading on the 31st inst. was lost, yeas 72, nays 82.

The third reading of the Bill carried on a division.

WHITLBY, Ont., May 18.

It was decided yesterday at a meeting of the Executive Committee of the Reform Association that a Reform Convention be held here on the 30th inst.

PARIS, Ont., May 18.

A farmer named Gillespie was murdered and robbed by highwaymen while driving home in his wagon from market yesterday. He had a considerable sum of money with him.

TORONTO, May 18.

Seven policemen have returned to duty, but the rest are engaging in other business.

The city is unprotected and robberies are of nightly occurrence.

KINGSTON, May 18.

Arrivals of grain are light. The shipping trade in other freights is brisk.

The Conservatives rejoice over Sir John's victory on the Treaty.

Merchants' Exchange.

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

Montreal, May 17.—Flour at Liverpool, 27s. 6d. a 28s. 6d. Red Wheat, 11s. 8d. a 11s. 10d.

New York Flour Market 5 to 10 cents lower. Common to good Extra State $7 60 a $8.55.

Pork steady, $13.85 new.

Grain freights 4¾d.

Montreal flour market dull—10 to 15c. lower. Western States and Welland Canal $6.65.

No gold despatch received up to 1 P. M.

MOSAIC POETRY.

I only know she came and went. Lowell.
Like troutlets in a pool; Hood.
She was a phantom of delight, Wordsworth.
And I was like a fool. Eastman.

"One kiss, dear maid," I said, and sighed,
"Out of those lips unshorn." Longfellow.

She shook her ringlets round her head,
Stoddard.
And laughed in merry scorn. Tennyson.
You hear them, oh! my heart? Alice Cary
'Tis twelve at night by the castle clock,
Coleridge.
Beloved, we must part! Alice Cary.
"Come back! come back!" he cried, in grief,
Campbell.
"My eyes are dim with tears—
Bayard Taylor.
How shall I live through all the days,
Mrs. Osgood.
"All through a hundred years?"
T. S. Perry.
'Twas in the prime of summer-time, Hood.
She blest me with her hand; Hoyt.
We strayed together, deeply blest,
Mrs. Edwards.
Into the Dreaming-land. Cornwall.
The laughing bridal roses blow, Patmore.
To dress her dark-brown hair;
Bayard Taylor.
No maid may with her compare, Brailsford.
Most Beautiful, most rare! Read.
I clasped it on her sweet, cold hand,
Browning.
The precious golden link; Smith.
I calmed her fears, and she was calm,
Coleridge.
"Drink, pretty creature, drink!"
Wordsworth.
And so I won my Genevieve, Coleridge.
And walked in Paradise; Hervey.
The fairest thing that ever grew,
Wordsworth.
Between me and the skies. Osgood.

—Butter ought to be cheaper in the Eastern markets, now that California sends supplies. The first consignment of butter ever received in New York from the Pacific States recently arrived—50,328 pounds—presenting a most attractive appearance, neat and yellow and of delicate flavor.

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