ON THE NILE.

The Work which the Canadians have to do.

Great Rapids, and Clumsy Boats, but Skill and Pluck Triumph.

Ambigol (via Sarras), Nov. 5 .- Major Do ward, with five of his-pioneer bats arrived here at noon, after a most arduous and diffi cult journey, says the special correspondent of the London Standard. After almost incessant labor they have only succeeded in making thirty miles since Sunday morning, and to-day they took five hours in getting the boats two miles, although all hands were at work at oars and ropes. The three injur-ed boats have been repaired, the holes in their sides being covered with tin or lead plates, and they are now ready to continu their journey. The Canadian voyageurs have greatly modified their first views as to the difficulty of the task of navigating the Nile at this season of the year, and admit that the passage at Bahr-el-Hajar is a very serious and arduous undertaking, and very much harder than anything they expected to meet with. They think that it is hardly likely that the main body or aloops can get up even thus far without serious accidents. The Royal Engineers all go through a course of rowing at Chatham, while the soldier of the line knows nothing whatever about boating. If, therefore, the former have had such immense difficulty in bringing up their boats, how vastly greater will be the task of men unable to handle an oar? Moreover, the pionals of the such control of the such that the suc neer boats only carry six thousand six hun-

dred pounds, and The Canadians Say

that they are far too deeply laden for safety in such rapids, while the boats with the troops will carry eight thousand pounds.
The Canadians are of opinion that the difficulty and danger will be best met by the army advancing in parties of ten boats at a time; there will then be sufficient voyageurs to man the boats, and to bring them up through the difficult places. It more than ten boats were to come up at a time there would be grave risks of collision, as the stream often catches them and sweeps them across the river with great velocity, and a clear stream is necessary for safety. The Engineers say that the work coming up has been terrible. It began every day with daylight, and ended only when it became to were frequently breast deep in water. A would go a long way to cheer them after their toil, but at present none is issued, and as the men regard this as the one luxury of their life of continued toil it is, I think, a mistake that they should be deprived of i There is, however,

the men work most cheerfully and jealously, and the one pervading idea is to push forward. Therefore, there are more jokes than growls over their severe work and privation. In slack water the boats sail well, but their sails are insignificant in size in comparison to those carried by the native craft, and are but of little use where the current runs strong. The public must expect to hear of many serious mishaps before the expedition arrives at its destination, and should understand that, although there may be no great of death by drowning, to say nothing of the effects of such tremendous work in such a climate. After having had experience in eight campaigns with British troops, I must pronounce this to be by far the most arduous ndertaking that I have accompanied. The boats are about to commence the

Ascent of the Ambigol Cataract. This is a very difficult undertaking, especi ally as the height of the river alters every day, and a line found comparatively easy one day may be impracticable on that following. Between Ambigol and Mangal, a disappearance of a continuous rapid, now runing smoothly, but with great rapidity, now ning and breaking over the rocky bed. I shall ride along the bank and watch their progress over the more. Hifficult part.

5 p. m.—The boats passed up the rapid pearest Ambigol without accident. They taken up separately, two Canadians taking their places in the boat to steer her, and the united crews of fifty men laying on the hawser, and so hauling them one by rapids. The shores near Ambigol are strewn with the timbers of ship-wrecked boats, showing how how dangerous is the naviga-tion of this part of the river, and the natives reckon that fully ten per cent. of their craft employed last month were wrecked on the While the Engineer boats were as-Nile is one of the

those of the Engineers the voyageurs shout-ed out to the upgoing Canadians that the river was extremely difficult above, and that inless with the aid of a strong wind they would find it impossible to get up. They tell me that the river here is at least three feet lower than it was when they went up. The boats of their party are more manageable and make far better progress by the help of the wind than those of the Engineers, still more than the heavily-laden boats which follow, us they carry little more than half the load. The voyageurs calculate that not more than Difference in favor of the route via sixty boats could possibly be passed up the

artogether in January, it is evident that the time available for the expedition to reach Rerber and Khartoum is very limited, for it and probably a few miles less, from Gibson to together in January, it is evident that the will not be possible to drag or row the boats after the wind has ceased help them on.

On Thursday evening the grist and saw. mills, (water power) belonging to Messrs. Scarr (formerly of this city) & Boyd, situated at Stanley, were entirely destroyed by fire. The grist-mill had been working that day up to 4 o'clock. Mills and machinery Association of London, John Black, agent. ed some two or three thousand shingles, and in the grist mill about a ton of ground buckwheat, all of which were dest ved. Mr Scarr estimates the loss at \$350.

Our New Story.

Back numbers of THE GLEANER containing Maggie, or the Loom Girl of Lowell," deeply interesting tale, the chief inc of which are from real life can be had at this office. The Tri-weekly edition of THE GLEA-Marysville to St. John via Gibson and Sussex.

Marysville to St. John via Gibson and Norton.

Marysville to St. John via Gibson and Norton. NER containing this story and all current cation for twenty five cents a month. No Fredericton paper except THE GLEANER receives foreign despatches of any sort.

tions in the woods in Victoria Co.

FREDERICTON N. B., NOVEMBER 26, 1884.

THE JAMASIA QUESTION.

Islanders' Lack of Know-

ledge of Things Canadian.

A Reciprocity Treaty Impossible-Interview with Mr. Spencer Jones.

The Confederation of Jamaica with Canada is now a living issue, both there and here, and must be discussed on its merits like any other issue, said Mr. Spencer Jones to a Free Press reporter. "Let me remind you that the nine elected members who alone spoke and voted on the question—the ten ef-ficial and nominated members having kept aloof-had to pronounce on this most important matter without any information except that contained in my letters to the Kingston Standard and the Trelawney Advertiser, and what Mr. Solomon could tell them during the four weeks that elapsed between his giving notice of his motion and the taking of the vote. Mr. Solomon, is far too experienced a politician to have for one moment expected to carry his motion the first time of moving it. He has done what he aimed at by bringing it before the people and exciting their attention."

The Speeches on the Subject are excellent, clear, well expressed and to the point. Men who can speak like those gentlemen would adorn any legislature But in what they said about Canadian topics, they made, as they could not postopics, they made, as they could not pos-sibly help making, many mistakes. For in-stance when Mr. Malabre suggested that Canadians might possibly take to making beet-root sugar, he probably did not know that the experiment had already been fairly tried in Quebec with such ruinous results to its projectors as to effectually prevent its re-sumption for at least another half-century. Mr Farquharson, also, in doubting if the island contained a sufficient number of men possessed of enough money and time to be able to spend several months every session in Canada, was evidently unaware that each member being entitled to SP,000 sessional indemnity and ten cents mileage each way at the cost of the Dominion, the representatives of Jamaica need not necessarily be rich men. There are other instances of defective information, but let these suffice. The council stands adjourned till March next, and Mr. Stands adjourned this act in text good spirits, hopes that during the interval those Canadians who recognise the great benefits that confederation will confer both on James and the spirits and the spirits and the spirits are the spirits are the spirits and the spirits are the spirits and the spirits are the spirits are the spirits and the spirits are the spirits are the spirits are the spirits are the spirits and the spirits are the spirits a aica and the Dominion generally will do all in their power through the press and other-wise, to dispel that mutual ignorance of each other's resources and social condition which alone stands in the way of union.

A Reciprocity Treaty onceding absolute free trade between Jamaica and Canada, is simply impossible so long as Jamaica remains a Crown colony. The Colonial Office would no doubt consent to a treaty like our old reciprocity treaty, or the one now proposed with the United States, admitting duty free on our breadstuffs, lumber, staves, etc. But no British Colonial Secretary dare sanction the admission of our manufactures or those of the States, either free or at a lower rate than British goods. I am a Lancashire man myself; and I can just fancy the reception Lord Derby would get in his native country, where the Stanleys have been loved and honored for 500 years, if he had to defend such a treaty. Of course if the Island belonged to the Dominion, no English manufacturer could complain. Canada being admittedly independent of the Colonial Office in all such

"I am not a political Wiggins, but still I can express my opinion without claiming prophetic gifts; and I do feel as certain as a man can be of any fature event, that it will be accomplished, and that too at no distant

On Wednesday morning G. Fred Fisher Esa. Barrister-at-Law was married at the ence of Mr. M. S. Hall to Miss Bessie E. Addison of Brunsen, S. C., by the Rev. Mr. Tippet. The groomsman was Mr. Arthur a brown cloth dress with plush trimmings and ottaman rep wraps, hat and gloves to garnet silk dress, light grey hat and gloves

to match, ornaments silver. the happy pair left by the 9.30 train on their bridal trip and will visit Bangor, Portland and Boston, and returning will go east as far as Halifax, N. S.

THE GLEANER extends its best wishes to Mr. and Mrs. Fisher.

Mr. James H. Jacques, for 20 years Town Clerk of Woodstock, and recently also employed as a clerk in the Custom House there was at his place as usual on Wednesday. After office hours he started to walk home and when opposite Col. Tupper's residence he was seized with an acute pain in the region of the heart, which compelled him to sit down by the roadside where he remained some fifteen or twenty minutes, becoming along with his carriage and took him home. Drs. Colter and Sprague were sent for, who administered all possible aid but in vain, for m. Thursday, Mr. Jacques died. The demany parts of this province and Nova Scotia.

Carleton County. His sudden death will be greatly regretted

Sir. - I noticed your remarks about introducing the electric light into Fredericton and was pleased with them, but hope if they

than the one they have in St. John. Our worthy mayor is a man of progressive ideas; and if he would put himself in comlighting a city by electricity he might learn something of advantage to the citizens. I have heard that he has given the matter

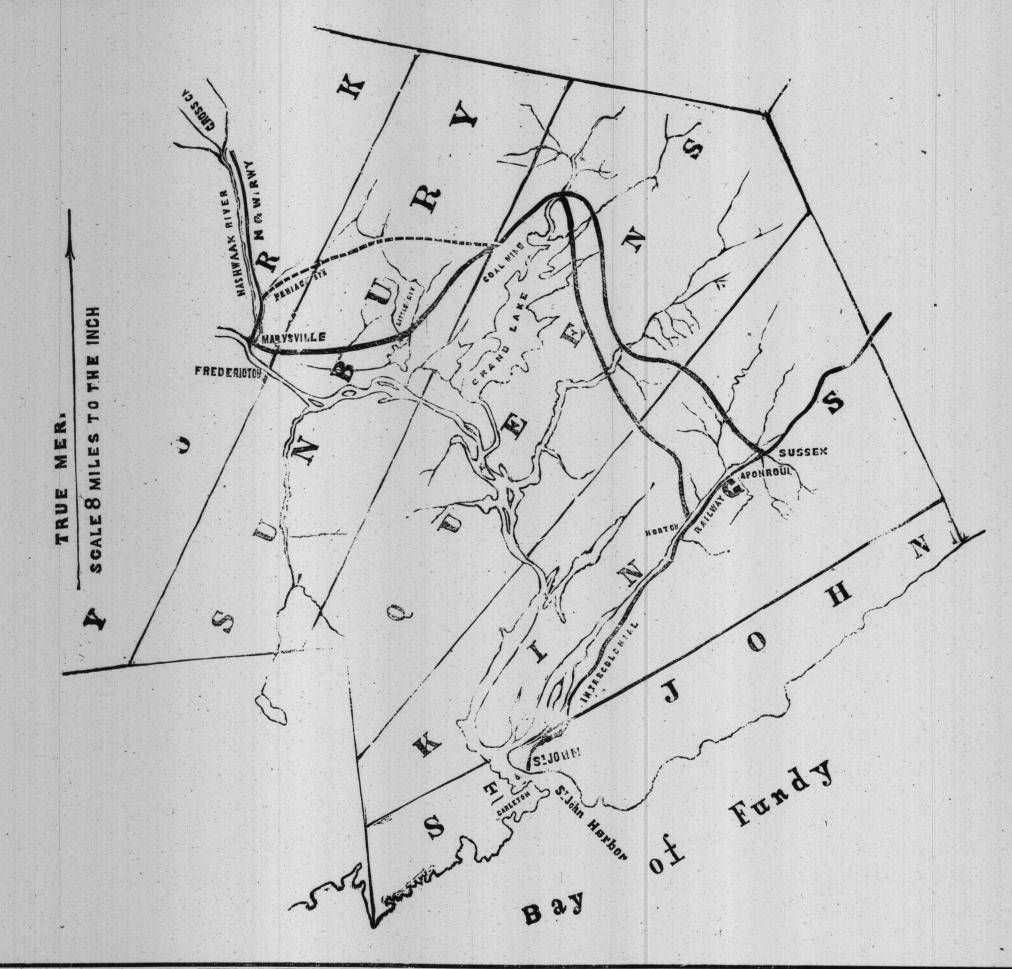
We certainly want the city better lighted than it now is, that is, if it won't cost too much money, and I for one am glad to see that with your usual enterprise you hav been the first to speak about it.

Yours truly,

ederictos, Nov. 29, 1884. One Effect of the Exposition.

Richard Nixon writes from New Orleans to The Century for December about the

softening effect upon the lingering animosisties still exist—an implication that the Southerner is loath to admit. There is nothing so potent as prosperity to wipe out reto dwell upon what she was wont to consider her injuries; and to-day, standing on would resent the imputation that she harbors malice against any. Doubtless, however, the Exposition will bring about a still better



The Proposed Routes for the Central Railway.

THE CENTRAL RALWAY.

The Several Proposed Routes for this Line Compared.

That Via Penniae Shown to be Preferable in Several Points.

We present above a map, drawn to scale, showing the proposed routes of the Gentral Railway. The line leaving the mouth of the Nashwaak and running nearly parallel with

ing eastward is that surveyed by Mr. Moses Burpee, C. E., during the past season. From down, and shot the rapids with great velo- River two routes are shown, one being the city, to the immense astonishment of the Sussex route, the other the Norton route. active and Egyptian soldiers. Indeed, the The distance from Gibson to the crossing of sight of North American Indians dus navi-gating British troops up the cataract of the at Salmon River is 434 miles, from the crossing at Salmon River to Sussex it is 474 miles: from the crossing to Norton it is 431 miles. This gives us the following as the distance Gibson to St. John via Sussex.

The dotted line leaving the Miramichi hy experienced men. As the north Railway at Penniac and joining the surveys even now precarious, ceases ed line of the Central at Newcastle River Salmon River crossing than by the surveyed route. The best information available makes the distance apparently the same by both routes, and as by the Penniac route the line would be almost straight after leaving the Penniac; it is probable that it would be somewhat shorter than the surveyed route. when actually located for construction purposes. It could be conderably reduced by crossing Newcastle River, a little higher up than is shown upon the plan, but the lower crossing has been selected so as to render no change in the location of the road through the settlements between Newcastle River and Salmon River necessary. By this route, therefore, the distance to St. John from Gibson would be

> route; but from Marysville, which will be The Most Important Point on or near its route, from which the Central ald draw through traffic, the distance to St. John by the different routes would be as

By the surveyed rou. - - - bole of the ditance from Gibson to the I. C. to be built and the Nashwaak win be bridged. By the adoption of the will be about two-thirds the usual extent railway is made as well as the co Nashwaak Bridge. As between th

d route via Sussex and the Penniac route via Norton there would be this difference in

Cost of 6 miles now built to Penniac S 60,000

\$110,000 The saving as against the surveyed rout. to Norton, the latter being four miles rter than the Sussex route, be \$40,000 less than this, or \$70,000. This estimate is based upon the supposition that the Penniac route and the surveyed point of cost, but the best information we can get justifies the conclusion that the

Penniae route would be mile for mile

Much less Expensive
than the surveyed route. One thing is certain that there would be absolutely no land damages to pay. It seems evident, there-Pennian route would save, in case the road went to Sussex, at least \$110,000 and in case it went to Norton \$79,000, and either sum is great enough to make t'e saving of it an ol built 10 miles, as against the surveyed route to Sussex, would call for \$18,000 less subsidy from the province, and thus from a prov-incial standpoint the question becomes im-

It has already been shown how the adoption of the Penniac route would shorten the distance from Marysville to St. John, a matfalt that Marysville must, within a very short towns in the Province, because the seat of the most extensive manufacturing establishments in the Province. It may also be pointroute we secure for the Central its share of the traffic of an existing, continuous settlement 12 miles in length. After the settlements of the Penniac are left, the route would pass over a country, a considerable

Well Adapted for Settlement Reports from those who have cruised the that there are a number of ridges of hardwood land, and of mixed hard and soft-wood land lying between the Nashwaak and New= castle river, along the route which the road would take. A few miles to the south of the proposed route are barrens and waste land, the north are the Cain's river barrens but between these two there is a chance land quite equal in quality to most of the

bury. If the Penniac route is adopted the Central will in a few years pass thro almost continuous settlement until the crossing of Salmon River is reached, and how beyond that point it is not necessary for the purposes of this article to say. considerable hemlock and merchantable hard wood on and near the Penniac route, which would furnish local traffic. A correspondent, who is familiar with the country this route would traverse, says, "The at to leave the Miramichi Valley

he Penniac and follow the Penniac

'wald be followed until

iles from "

was read and approved of, a report of the timpossible to locate a through line so as to afford any notable accommodation to the very excellent river passishes of Sunbury and the river and lake parishes of Sunbury and least expensive route for through trade should be encast on the Penniae route will be count of the North Shore it world be an advantage to have the Penniae rout will be found on the North Shore it would be an advantage to have the Penniae rout will be found on the North Shore it would be an advantage to have the Penniae rout will be an advantage to have the Penniae rout will be sould not the North Shore it would be an advantage to have the Penniae rout will be sould to be sould to be an advantage to have the Penniae rout will be sould to be sould the sould to be sould to b

town Branch stood for argument Wednesday; but Judge Fraser having been engaged at Nisi Prius the hearing was adjourned.

Change of Ownership.

The real estate of the New Brunswick Land and Lumber Company has been transferred to the New Brunswick Railway Company.

Not Coming.

We understand that the Holiness Convention have decided not to vithis City.

strike across country in an easterly direction to Bear Brook, and continuing in the same course to Blue Bank on Little River.

There are

No Engineering Difficulties
in the way, and you will observe that there are no land damages to be settled, nor any but very small bridges until you reach Little.

River. There are no hills in the way and the whole country is level. Several nices settlements may be opened up, and there is a good deal of hardwood and hemlock along the line."

The surveyed route it is said will not open any number of people. The geographical conformation of the country is such that it is almost impossible to locate a through line so as to afford any notable accommodation to the very excellent river pasishes of Sunbury and the river and lake parishes of Queens Country. In point of fact these localities are not greatly, if at all, concerned in the localities of the critical of the country is point of fact these localities are not greatly, if at all, concerned in the location of the critical of the country is such that it is almost the point of fact these localities are not greatly, if at all, concerned in the location of the critical of the critical

Ald Wiley wanted to know if any parties here had been consulted in the matter of painting the drop curtain for the stage. were two gentlemen in this city who could paint as well as any one elsewhere, but it Wednesday. Seven new members were adwas better to have parties engaged in that mitted. The Bonspiel committee reported particular business to do the work. Scenic that they had decided to ask the clubs of the

Ald. Farrell suggested that if The Gallery is not Improved

to see the stage. Ald Black would like to see the wings of the gallery removed as they obstruct a view taker with an increase of salary. making the change in the gallery at present skaters to know that Tuesday and Fri as the expense would be considerable

that the cry of the citizens was improve the stage and this council was willing to do so, and that the scenery to be put in the hall would be of the best kind that can be made, and that two men would be in attendance during performances when the scenery would be used to attend to the same and that hey ould be paid by Mr. Fairweather. Ald Parker was Opposed to this Stage Business

ncert will pay for it but I am afraid of it. would turn out all right. The report of the Stage Committee was The plaintiff had a verdict for \$737.66.

then adopted. On motion of Ald. Wiley this committee was requested to have
Plans and Estimates for the Gallery
prepared before alterations are made.

The contract for cleaning the sidewalks of new advertisement will be shown in the door knowledge and higher respect among the snow was awarded to William Smith, his space.

The Council then adjourned sine die.

painting was as distinctive as that of fresco | Province to compete for the Coleman Cup regards Mr. Fairweather the committee purchased the drop curtain from him, but not the scenery, which is to be put in by him (Fairweather). A committee was appointed to carry out all arrangements in getting up the weather) at his own cost and would employ two men to look after the scenery when the hall was occupied by theatrical companies.
All the expense of putting in the scenery and

the men's pay for managing the same were to be borne by Mr. Fairweather.

Province at once, stating that the Bonspiel would likely take place the second or third To the Editor of THE GLEANER, week in January. Each club will have the privilege of sending four rinks. he would go for closing up the same, as at present parties in the back seats when attending entertainments in the hall are unable pointed committees to carry out arrange-

ments for the coming season. Edward Higgins was reappointed care-It is proposed to hold several carnivals Ald Gunter did not feel like voting for during the winter. It may be interesting to evenings have been selected for skating and In reply to Ald Gunter, Ald Farrell stated | Saturday morning as usual for children. The

An Interesting Case. The Circuit Court at Woodstock was for nearly a week occupied with the case of James F. Turner vs the Trustees of the

Methodist Church, Woodstock. The case arose out of the contract entered om the beginning, as he did not see where into between the parties for the remodelling the money was to come from, (A voice-the of the Methodist Church, Woodstock, in concert will pay for it.). Some one says the 1883; the plaintiff claimed a balance due upon the contract, and also a considerable sun

the did not wish the council to suppose for a moment that he was opposed to theatricals as no one liked to see a good theatrical performance in the balance due under the contract, ance better than he did, but it was the first pleaded a tender and payment into court, and time that the City Council had embarked in as to the alleged new work, contended tha tions and he hopes that it it was work included in and which the

Mr. James D. Fowler has an advertising clock to be placed in the Post Office lobby. It is so arranged that every two minutes a