

# THE GLEANER.

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THURSDAY, DECEMBER 11, 1884.

## WHAT HE HAD TO SAY FOR HIMSELF.

The New York reporters were promptly on hand to interview the Canadian Premier on his arrival from England. Elsewhere we give the substance of what he told them. There is not much in it; but then the Premier probably did not intend that there should be. Upon three points only did he say anything of interest. In reference to Imperial Federation he said to a New York Herald reporter that Canada was "ready, willing and even desirous" to help carry some such scheme into effect. We doubt this very much. To the majority of the people of Canada the idea of Imperial Federation has never presented itself as a subject for serious discussion; but it is an astonishing thing that, if Sir John correctly expresses the views of the people, that he has not long ago given some earnest of his belief and that he has permitted his organs to ridicule Mr. Blake to their hearts' content because he declared him-  
 Empire. The people of this part of self in favor of such a reorganization of the Canada are not prepared to assent to a scheme of Imperial Federation without having very much more light upon it than has yet been given by any of its advocates.

In reference to the C. P. R. and the Asiatic trade the Premier said that 1886 would witness the road in full operation and a line of steamers, subsidized by the Canadian and Imperial Governments, plying between British Columbia and Asia. On the same subject Mr. George Stephen of the C. P. R. said:—

We intend to establish a line of steamships from Port Moody in British Columbia to Japan and China in connection with the Canadian Pacific Railway. We have had several offers from steamship owners who are willing to run their boats on that route. We have not yet decided upon any line, but it is certain that the new line will be running across the Pacific in the spring of 1886, at which time the Canadian Pacific Railway will be fully opened for traffic.

"The difference in favor of the Canadian Pacific Railway from China to New York, as compared with the San Francisco route, will be about three days in point of time. We are about to build a new railway bridge across the St. Lawrence near Montreal. At present all traffic to the seaports of the United States has to go over the Victoria Bridge, which is crowded in the winter months."

Observe it is China and New York that Mr. Stephen has in his mind, and the new railway bridge project is to relieve traffic to the United States ports of a monopoly. Monopolies are in Mr. Stephen's eyes a great imposition, any where out of the Canadian North West.

We have taken occasion before to refer to this trans-Pacific Steamship project when we expressed the opinion that if it will secure to Canadian ports any large proportion of the commerce of the Asiatic it is worth an effort to obtain, but if it is, as it now appears to be, merely a scheme to provide business for the C. P. R. to carry to New York and other United States ports it should not receive one dollar of subsidy from the Canadian Government.

The third topic upon which the Premier expressed anything, which might be called an opinion, was that of Reciprocity, and on this he assumed a tone which may be profoundly statesmanlike but appears confoundingly absurd. Canada has asked for Reciprocity; it is the turn of the United States to ask now: This is what the Canadian Premier has to say for himself on this important topic. Can anything be more nonsensical? Business in Canada is absolutely suffering for want of a judicious commercial treaty with the United States, and her people are told that they must wait until overtures of relief come from their neighbors. In the unhappy session of 1879 the country was told that the United States was to be coerced into reciprocity, but the policy of coercion has been as complete a failure as the N. P. has been. As long as Sir John Macdonald can play upon the credulity of the public and the corruptibility of the men he has around him, and enjoy a good salary out of the public chest, he may afford to stand upon his tin-pot dignity and expect the 55,000,000 of people to the south of us to come to Ottawa begging for our trade, but the business people of the Dominion cannot afford to wait upon such notions, and what is more to the purpose, they will not.

Sir John talked about other things. He said that the English Boards of Trade might induce the Canadian Parliament to pass an insolvent law. When the Dominion government delegated the initiative of necessary legislation to the English Boards of Trade we do not know; but we do know that Sir John's evasion of this question looks very much as if he knows an insolvent law would have to be passed as a culmination of the N. P. boom and wants to throw the responsibility of it upon some one outside of the Dominion.

**FREE LUMBER IN THE UNITED STATES.**  
 The New York Sun has renewed its request to Congress to abolish the duties on lumber imported into the United States. It argues that the duty is equivalent to a bonus for the destruction of forests which it is the interests of the nation to preserve. Every foot of lumber now growing in the United States, says our contemporary, is needed for the use of the millions of people who are even now finding their way into the most remote parts of the Union, and unless a more conservative use is made of it the land will soon be denuded of forests, which can never be replaced. In view of this undeniable state of facts, the Sun urges Congress to open the markets of the United States to lumber from wherever imported; but this, of course, means in effect simply the free admission of Canadian lumber, as there is no other country within convenient reach where a large supply of lumber of commercial value is to be found. At the present prices, spruce lumber is somewhat higher in the United States than in Liverpool, allowing for the difference in freight. Spruce would have to sell for \$7 and \$7.10s. a standard in Liverpool to give as good a margin for profit as the prices now ruling in Boston would give, and at this season of the year building operations are falling off. In other lines of wood goods, notably in dimension hardwoods, there is a large demand at prices, which would be remunerative to New Brunswick manufacturers if there was no duty to pay.

**DEATH OF DR. RODGERS.**  
 The extraordinary circumstances attending the death of Dr. Rodgers, at North Lake, appear to call for a further investigation. We do not suggest that there was any foul play. In fact our knowledge of the neighborhood, and particularly of Mr. Kennedy, at whose house the sad event occurred, preclude us from entertaining such an idea; but it is not known how the unfortunate man came to his death; there has been no proper inquest, and if for no other reason, that as example of how such things should be inquired into, another inquest should be ordered. The verdict of death by ~~misadventure~~ *misadventure*, and a *post mortem* examination ought to have been held.

**THE CITY HALL GALLERY.**  
 It is not very easy to give an idea of the relative merits of the two plans suggested for the proposed alterations in the City Hall gallery; but if, as is stated, Mr. Mitchell was asked to furnish the best plan and thereupon drew up plan No. 1, and only made No. 2 because he was told No. 1 would be rejected, somebody has made himself unnecessarily busy, and the action of the Council in adopting No. 2 is equivalent to a rejection of Mr. Mitchell's advice. When a man is employed for special work his recommendations ought to be taken, if they are not manifestly wrong. On matters of opinion his decision ought to be, if not final, at least of great weight. If not, why employ him at all?

**NOTES AND COMMENTS.**  
 Sir John Macdonald stated at the Beaconsfield dinner that all Englishmen who came to this country joined the Conservative party. As this was an after dinner statement, perhaps it would be unreasonable to find fault with it. Sir John says queer things sometimes.

Our readers will remember the letters published in THE GLEANER from Dr. Graham, of Richmond, Quebec, in which he set forth the claims of that town as a starting point for the Short Line. He has succeeded in enlisting his fellow townsmen in his agitation and the Dominion Government has ordered a survey of the line from Richmond.

England seems to be coming out of the Congo Conference with all her colors flying. If Prince Bismarck intended, as was alleged, to see just how hard a twist he could safely give the lion's tail, he appears to have changed his mind on the subject. The only power which can demolish England off-hand is the New York associated press correspondent at London.

At the meeting of the Board of Health yesterday, Inspector Farrell presented a report on the Alms House, which fully corroborated the statements made in THE GLEANER. The Alms House Committee meet to-night to consider the subject, and to-morrow night it will be fully considered at the City Council. The citizens expect that the Council will deal with the question radically and at once. It will admit of no delay.

A paragraph is going the rounds of the papers to the effect that Mr. Wicksteed, C. E., is to go over the Short Line route surveyed by Mr. Light, C. E., "from Quebec to Portland, N. B." It is amusing to see how some of the best informed journals get mixed up in geography. A Short Line from Quebec to Portland, N. B., is a figment of the brain of some sleeping telegraph operator. The line surveyed by Mr. Light was to Hartland, N. B.

**FROM EVERYWHERE.**  
**Notes, Notions, News, Facts, Fancy, Fun, The Harvest of the Editorial Shear.**  
 The French delegate to the Congo conference has been instructed to propose to the Papal secretary of state that France will assume a protectorate over the Catholic church in Africa. It is understood that the Pope objects to the arrangement.

Stanley delivered the inaugural address to the Scottish Geographical Society at Glasgow. He dwelt upon the great importance of the Congo country to Great Britain as an outlet for trade. When nations are adopting protectionist measures, he said, her sphere of usefulness would be found in the Congo country.

Attempts to repair the Atlantic cables have been baffled by continued storms. There is daily communication between London and the steamship Faraday, which is trying to splice the Bennett-Mackay cables. Those in search of the Gould cables are encountering great difficulties on account of deep water and fogs.

It is reported at Dongola that El Mahdi has accepted the challenge as to his prophetic powers proposed by General Gordon and will try to make his followers walk across the Nile. He will thereby lose 50,000 men. According to other reports the Mahdi remains at Margat and is making no attempt to intercept convoys sent by Gordon to Shendi. This inactivity on his part, it is said, is having a tendency to weaken the popular belief in the sacredness of his mission.

Where poverty and depression of trade exist, crime is the natural outcome; but a specially unpleasant feature of the crime in Paris at present is the youth of a large number of the criminals. Organized bands of boy burglars and thieves have been discovered, and the arrests have been painfully numerous of girls not yet out of their teens, for counterfeiting and petty thefts. The prefect has ordered special police patrols at night and the detectives have been directed to make extraordinary efforts to check this evil.

The material progress of Montreal, even in these so-called dull times, is perfectly marvellous, as a tramp through the streets amply demonstrates to the resident or stranger. The expenditure on new buildings during the years now closing is estimated at over three millions of dollars, which is certainly as great, if not in excess of any year for the past seven. Some of the finest private mansions, most aristocratic quarters, belong to the Canadian Pacific managers, Messrs. Stephen, Angus, Abbott, and D. A. Smith.

A delegation representing the Woman's Suffrage Party called upon Sir John A. Macdonald in New York and thanked him for incorporating woman suffrage in the pending Canadian Franchise Bill and tendered him a public reception. Sir John replied that he would be unable to accept the offer, but hoped to be able to do so at a future date. He said the woman suffrage clause in his bill had been received with growing favor, and he had no doubt of its ultimate passage. He found the women suffrage movement greatly advanced in England. The Conservative party was practically an unit in its favor.

The Congo Committee has agreed that the African International Association shall have control only over the navigation of the Congo river; that England shall have control of the navigation of the Lower and France of the Upper waters of the Niger river. Both the latter governments have bound themselves by a formal declaration to uphold freedom of navigation, and any other power which may acquire territory in that country will be required to undertake similar obligations. At Saturday's sitting the committee expunged Gen. Sanford's clause by a formal vote. Germany approved of the proposal, but the general impression of the committee was that the concession would have been entirely in favor of the African International Association. A clause proposing international commission to act independently of the territorial authorities was rejected. A proposal that only harbor and pilotage dues shall be levied upon ships was adopted.

## THE PREMIER INTERVIEWED.

A Chat with Sir John on the Imperial Federation Project and Other Topics.  
 Some weeks ago, when Sir John A. Macdonald, Premier of Canada, suddenly left for England, on about twenty-four hours notice, no small amount of curiosity was aroused in the Dominion as to the cause of so unexpected a journey. He returned on Sunday. He received while abroad the Grand Cross of the Order of the Bath. To a reporter of the N. Y. Sun, he said:  
 A great many influential gentlemen in England, including such eminent persons as the late Secretary for Ireland, Mr. Forster, Lord Rosebery, and others are moving for a closer union between Great Britain and her colonies. At present their work is confined to obtaining assent to the general principle that there should be a closer union, but they do not pretend to propose any detailed scheme. They are very properly of opinion that

the impulse for such a movement should come from the colonies themselves. Speaking for myself, I may say that I believe such a closer union to be desirable, and most Canadians hold similar views. The question is not one that need be hurried, and it will be all the better worked out for being well digested."

"Are not the fair traders in England talking of a customs union between England and her colonies, to the exclusion of the goods of foreign countries?"  
 "Yes, that is one of the features of the imperial federation scheme which some propose, but, as I have already said, nothing is yet settled, nor can anything be done until the subject comes before the colonial Parliaments."

"Are any negotiations for a new reciprocity treaty between Canada and the United States going on at present?"

"No, nor can there be any until your country moves in the matter. After the termination of the treaty of 1854, and on several occasions since, Canada has sought to obtain a new treaty, but without success. The next overtures on that subject must come from the United States. We shall be very happy to renew the treaty of 1854."

"What progress is being made in the Canadian Pacific Railway?"

"The very best. It will be completed from the Atlantic to the Pacific before the end of 1885, and be fully open for traffic in the spring of 1886. I understand that the company will have a line of steamships running to China from Port Moody as soon as the railway is open, and this line will probably receive a mail subsidy from the Government of Canada as well as from that of England."

"Is anything being done to extend the provisions of the extradition treaty between Great Britain and the United States?"

"Not that I am aware of. It is the general opinion in England that it should be greatly extended, and speaking for myself, I may express my belief that such a treaty ought to cover all serious crimes."

## Wiggins' Dark Moon.

The Montreal Herald says.—"Mr. Sanford Fleming, the eminent civil engineer, has received from Major Rogers, of the Canadian Pacific Railway survey in the Rocky Mountains, a letter which will interest astronomers generally, and especially Professor Wiggins. Among the several proofs of the existence of a second satellite to the earth, Professor Wiggins some months ago alleged that the sun was eclipsed on the evening of the 16th May last, when the moon was twelve degrees south of the equator and near her quarter, while the sun was as many degrees north of the equator. The fact was disputed by Prof. Parkhurst, a noted astronomer of New York. A few days ago we published a letter from the *Mancelona* (Mich.) Herald, in which the writer states that he saw the eclipse, and names several others in different localities who saw it. Major Rogers' letter seems to put the fact beyond all question, namely, that there was an eclipse on the 16th May last, and if so, there seems no another moon. The following is a copy of Major Rogers' letter:—

"KAMLOOPS, BRITISH COLUMBIA, August 4, 1884.  
 Sanford Fleming, Esq.

"MY DEAR SIR,—Did you notice Mr. Wiggins' article recently published on the 'dark moon' and the statement that an eclipse of the sun was seen in Wisconsin on May last. I have but lately read it, and am sure I, with others, witnessed the eclipse. There can be no mistake as to this date, for on that day I went by steamer to Savona's Ferry with Mr. Marcus Smith, and in the evening walked back over the line to Watson's camp, a mile or two west of Cherry Creek. The party were at work near the camp, and I, noticing the obscurity of the sun, called their attention to it, stating it could not be an eclipse as it lacked several days of 'new moon' and remarked they would probably never again see the sun clouded with so close a resemblance to an eclipse. Mr. R. R. French, Mr. G. Lisher, and Mr. B. Stromberg, photographer, fully recall the incidents and the facts of Mr. Smith's going on the boat, my return to camp, and the moving of camp from that place on the following day. So it seems to me there can be no question as to the date. 'The obscurity of the sun was about one-third of its face, lower part, and it occurred about 5 o'clock p. m. 'I will look for Mr. Wiggins' further developments in the matter with a good deal of interest.

"With much esteem,  
 Yours very truly,  
 (Signed) A. B. ROGERS."

Britain's Labor reports for Nov. 15 show an increased demand and a more settled condition. Building trades work active; textile trades work fairly active; and cotton trade in a fairly good condition, and the surplus stocks being rapidly reduced. This statement is from the *Labor News*, an official and impartial organ!

## Not the First Purchase.

He entered the coal office with a small market basket on his arm.  
 "Give me a ton of coal."  
 "Yes, sir," replied the coal merchant, "where shall I send it?"  
 "Oh, just put it in this basket; I'll carry it home myself."  
 "But we have a wagon right here and can send it up at once."  
 "No, I can carry the coal easy enough, but you might send the bill up in a wagon."—*Chicago News.*

## Why He Hadn't Made Up His Mind.

"Well, Dobkins, are you going to the club to-night?"  
 "I haven't made up my mind yet."  
 "Haven't? Why it's time to be there now."  
 "I know, but my wife hasn't got back from the woman's meeting yet."  
 "Ah, I see. You can't make up your mind till your wife brings it home."—*Chicago News.*

## He Hadn't Felt It.

They were talking about the depressed state of business, when a man who was leaning against a lamp-post with his hands in his pockets softly inquired:—  
 "Is business depressed?"  
 "Why, of course it is! Where have you been for the last six months that you haven't heard the cry of hard times?"  
 "In the Workhouse," was the humble reply, "and if there's been any lack of business in this locality I haven't noticed it—really, I haven't!"—*Detroit Free Press.*

A Newark girl's poodle has been taught to drink applejack.

It is said that Japanese women have never seen and do not know the use of pins.

A Kingston girl jumped twelve feet in her sleep recently. She probably dreamed that some one was proposing to her.

Women and girls own nearly one-half of the deposits in the savings banks of Massachusetts, having to their credit \$117,832,392.

A Jersey City girl's parrot has learned to make a noise like the smack of a kiss when the girls beau calls. How it learned it is a mystery.

The horrors of life in Boston may be approximately estimated when it is known that there are in that city at this moment twenty-four thousand females who are learning music.

A correspondent of a fashionable paper asks: "What shall I get for mother?" "We should not get anything; but if the correspondent is fond of mother, a very acceptable present would be a scold in jacket."

"Will you help me press some leaves?" the maiden asked her lover. "If you will fasten them in your waist belt, I'll see what I can do," he answered. And thus a popular method of pressing autumn leaves was invented.—*Somerville Journal.*

Over one hundred thousand women and girls, it is said, make a living on the streets of Paris. They are licensed by the Government, and sell different articles. Thirty-five thousand of them are under 18, seventeen thousand under 15 and five thousand of them little girls under 13 years of age.

## COUGHS and COLDS.

**AYER'S CHERRY PICTORIAL**  
**WILEY'S COUGH BALSAM**  
**WILSON'S CHERRY BALSAM**  
**SHARP'S BALSAM.**  
**BOSCHEE'S GERMAN SYRUP**  
**ADAMSON'S COUGH BALSAM**

## FOR SALE.

THE subscriber offers for sale some valuable Lots of Land in Lincoln, Enfield and Lowell, Maine, being the property of W. W. W. also a Store and Lot in Lincoln Village; also the Grove Lot two miles out of the Village; also a valuable Timber Lot containing four hundred acres, being also a Farm in Enfield containing fifty acres, and a Timber Lot in Lowell. For further particulars, and terms apply to J. S. CLIFF, of Lincoln, Me., or LEMUEL A. CLIFF, of Queensbury, Lincoln, Me., October 23, 1884.—12 ins.

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