The Weekly Sun

SAINT JOHN. N. B., JULY 14, 1886.

JOGGING MR. MITCHELL'S MEMORY The Montreal journal which reflects the views of Hon, Peter Mitchell has been gradually working round to the opposition party, though Mr. Mitchell personally comprises the organization called by him the third party. Mr. Mitchell in his journalistic capacity and also as a member of parliament become a Rielite. Then, in his two capaeities he began to oppose protection. At length he joined in the scandal campaign so ably led by the somewhat noted corruptionist, Cameron of Huron, Now Mr. Mitchell may be a conscientious Rielite. He may actually suppose the late Louis Rlel to have been a hero and to have died a mirtyr's death. He may feel that the Quebec French people have been cruelly entraged by a government which knowing Riel to be a French Canadian did met set him free, Mr. Mitchell may have changed his mind about four and coal duties, and generally on the subject of free trade and protection. But it is impossible that he has come to theihonest emclusion that charges of corruption made by the supporters of Mr. Blake against Dominion ministers are true. Conscious as Mr. Mitchell must be of his own purity he cannot fail to see that the party which formorly charged him with all manner of briberies, corruptions, and other such vices, is lacking in accuracy. For instance, Mr.

Mr. Peter Mitchell, late Minister of Marine, got \$16,000 for two acres of land on the Miramichi River. In the whole valley of that where there are not more than ten or fiteen thousand people, and these are nearly all in the towns of Chatham and Newcastle. They wanted or pretended to want a place where they might have a deep water wharf to which viscels of large draught might be brought, and Peter Mitchell, as Minister applied to Peter Mitchell as owner of the land to purchase it for that purpose, and agreed to pay \$16,000 for it. The land has never been used to this day

of Lambton, in 1877, said:

It appears that all the people who heard this disclosure by the Premier, said "hear, hear." and cheered.

Mr. Mackenzle is now pretty well out of politics, but Mr. David Mills, ex-Minister of the Interior, is yet among the aspirants for a return to office. Mr. Mills, returning in the autumn of 1877, from | an official tour in the west with Mr. Pelletler, addressed the electors of Essex on the issues of the day. One of these issues was Mr. Peter Mitchell. Regarding the [purchase of rails for the Intercolonial, Mr. Mills said:-

They authorized these purchases to be made by Mr. Hawes, a brother-in-law to Hon. Mr. Mitchell. He was at liberty to purchase from whom he pleased, at what price he pleased, and in what manner he pleased. (Hear, hear.) No private arrangement. He was allowed a commission of $2\frac{1}{2}$ per cent, so that the more he paid for the rails the more he received from the government for what he did. (Hear, hear.)
The rails he bought were purchased not at \$54
a ton, but at \$84. Not satisfied with a coma ton, but at \$84. Not satisfied with a com-mission on these exprision charges, he made eat fraudulent invoices, overcharging the gov-arament about £9,000 sterling on 7,000 tons of rails. And upon this excess he was also paid a

Mr. Mills then discussed another fi.m. from which the Government obtained supplies for Intercolonial railway through Mr. Carvell, another brother-in-law of Mr. Peter Mitchell. This firm sold car springs unfit for use. They received prices far above those of ordinary dealers. So said Mr. Mills, and he made the following comments:

When the conduct of those gentlemen, Mr. Cavell and Mr. Hawes, was brought to light, Dr. Tupper and Mr. Mitchell professed to have no knowledge nor any connection with the transaction in question. But they have mover failed to selzs every opportunity to attack Mr. Brydges for having brought these transactions to light.

Mr. Mills then referred to the land purshase from Mr. Mitchell which lands he said had not been used, and were not re-

Mr. Mitchell when he remembers these things will not fail to see that the statements of Mr. Mills are not to be relied upon. As for Mr. Cameron, and men of that class, if Mr. Mitchell had believed all these men said about Peter Mitchell he would undoubtedly have gone and hanged himself. Why should he then attach importance to what they say about other men?

RECENT city elections in Scotland and the merth of England have resulted more favorably to Glads: one than those of the other English boroughs. Goschen, who had almaont a walk over last year in the east diwision of Edinburgh, has been defeated. He is, perhaps, the ablest of all the liberal appenents of Gladstone's measure. Morley, whose seat was held to be doubtful, has been seturaed without the help of the brilliant mlatform orator, Cowen, who was his colleague in the last contest, but has retired disgusted from politics. On the other hand. Justin McCarthy, who had set himself the task of redeeming Londonderry from the conservatives, has failed, as he did before in the same constituency. The majority against him last year was twenty-nine, in a poll of thirty-six hundred votes, and this time ht is still smaller. Justin McCarthy has another constituency, Longford, which he represented in the late house. As the Longford electors gave him eighteen times as many votes as his opponent obtained, it may be assumed that he will not be left without a seat. The home rulers hoped to gain this Londonderry constituency, and She seat for the western division of Belfast, where Sexton was defeated last year by a majority of thirty-five, there being nearly ten thousand voters on the list. It does not, however, appear that any change will take place in the complexion of the Irish repre-

Daniel Swanyee, while walking on the bank of the Missininewa River, near Somerset, Ind., saw a human skull protruding from the earth where the water had washed the bank. He dug into the bank and found a skeleton wrapped in coarse woolen cloth and lying in a wooden trough. In the trough were silver ornaments, a necklace, bracelets, big bands hung with silver bells, and other trickets. The skeleton was undoubtedly that of a Miami chief.

THE FOUR MASTERS.

Schooners With Six Masts Coming Wonderful Modern Development of the Idea of Capt. Robinson of Gloucester.

(New York Sun.) Old fashioned ship builders may sneer and sailor men may grumble, but the new-fangled schooner, with four or five masts, has come to stay, and the old-fangled ship, appearing

across the sea, has got to go. It is pretty hard to predict when the last gentlemen living in Providence and Chicago, in the kerosene and tea trade with the East Indies. The original achooner was evolved from the sloop. She had two masts, rigged with four and aft sails instead of one, as the sloop has. She was a paying investment. then, but until within recent years they were usually very small vessels. This was due to the conservative character of the sea-faring man. Ever since the days of Alexander the Great, when the Columbuses of the Mediteranean rowed around the continent of Africa landing on the coast to plant and harvest a crop of corn every time their pro-visions gave out, square sails, stretched on heavy yards awung across ponderous masts, had beeen used to drive ships through the water. With such precedent as that before Mackenzie speaking at Forestiin the County him the salt water mariner was not going to be so presumptuous as to adopt any other

style of rig.

That "it takes a big spread of canvas to drive a big ship" has been an axiom of the shipbuilder, and an examination of some of the models of square-rigged ships shows that it was developed by experience. Nevertheless, the scheoner, which has not got a big spread of canvas, has not only held its own against the axiom, but has gained ground.
The schooner rig very early became a favorite with pirates, because it enabled the vessel to point its bowsprit much closer to the wind then a vessel with square sails could do, and could thus overtake the richly-lader galeons of the Spanish main with greater ease than other vessels.

The American privateers in the war of 1812 were nearly all sloops and schooners, several of the schooners being very large for that day, and, indeed, for any day, until within ten or fifteen years. The Leo, a Baltimore clipper schooner, owned by Thos. Lewis, and commanded by Capt. Geo. Coggeshall, measured 320 tons—quite as muc as the majority of the ships of her day. But the excellent record of these boats could not overcome the prejudice of the shipowner and sides that, it costs much less to rig a schoon-shipbuilder, and ship insurers in favor of the er than a square rigged vessel in the first square rig. It was reserved for the fresh water sailor

on the great lakes to bring the schooner to perfection and teach his confrere on salt | built, water a lesson in naval architecture. The accurate pictures of Perry's victory over the large enough to do the carrying trade that spread outward to the suburbs of Camberint by | British on Lake Erie, represent all the vesthey would seem to be now. Though higher out of water the brick and coal schooners used in smooth water at the present time are quite as large, and often larger. But a square rigged vessel could not serve the purpose of the lake trade. The wind usually blows from the west there. Square rigs were pleasant when running measures 1,763 tons, and carries 3 300 tons wind usually blows from the west there.

Square rigs were pleasant when running down the lakes, particularly on Lake Erie, but when it came to beating back with the but when it came to be but with the but when it came to be but when it came to b day were built, but not so long ago but what lake asilors 40 years old know all about it. along pretty well with about three times From fifteen to twenty men were required to The man at the wheel put down the helm. The vessel pointed her nose up into the penses. The largest sailing ships affoat will wind, the booms awung over, a man aloft shifted over the topsail tack, and one or two on deck hauled it down, and hauled aft the jib sheets on the other side. It was done in a minute or two, the sobooner forging ahead more than 100,000 cases of oil, which will a minute or two, the schooner forging ahead all the time while the ship hurg in irons for from five to ten minutes and made stern-board in the mean time. Six sailors could make a schooner snug in a gale, while sixteen were furling the lighter sails on a shipunder

like circumstances.

The ship disappeared from lake navigation just as soon as the trade developed enough to make competition between vessel owners. Schooners became the fashion, and once the lashion always the fashion. With the development of the West the grain trade grew enormously. To help the schooners along the demand for iron ore from Escanaba and other Michigan ports grew Escanaba and other Michigan ports grew with the grain production. The woods of Michigan were also made to swell the pargoes with their lumber output, while the lemand for coal in the West furnished the bulk of the return cargoes. Until 1873 freights were so good that many schooners paid for themselves in less than two seasons. Naturally the size of the vessels increased rapidly. A peculiarity of lake navigation is the shealness of the water in places. The depth at the Limekiln crossing on the St. Clair flats is 16 feet when at its best. Vessels usually load down to 15 or 15½ feet draught. To increase the size of the schooners they were therefore lengthened, and within certain limits made broader. More power was needed to drive the vessels, and this power was needed to drive she vessels, and this power was gained by putting in first three maste, and then when the vessels were made still larger, four. The first four-masted schooner built in the world was the Winslow owned by Winslow Brothers, of Cleveland. Larger vessels with only three masts were built after she was, but she was a good, profitable boat. She was launched about 1871. The A. B. Moore was another and bigger four-master. Then came the David Dows of Toledo. The others had been heard of on the Atlantic coast, but the Dows made a sensation to the uttermost parts of the earth. Go from Bath to Bombay and speak of great American lake schooners, and

the listener, if he is a shipbuilder or owner, will say, "Yes, the are wonderful. I have seen a picture of one—the David Dows. She And so she has. A lithograph showing her under full sail on a bright green choppy sea had a tremendous sale, and is yet in demand.

"How do you name the masts?" was asked of one familiar with her rig.
"They are called the four, the main, the mizzen, the spanker, and the jibber masts."

The Dows is what is called a topsail chooner, having four yards crossed on the foremast, and spreading topsail, topgallant, and royal. But she is a schooner for all that. She measures 1,481 tons, and will carry more than 2,000 tons dead weight on a carry more than 2,000 tons dead weight on a others might be spared the fate that had be-draught of fifteen feet of water. It was the fallen him.

Dows that set the salt water ship builders to

thinking.

A joke of long standing in South street is the saying that schooners are built by the mile in Maine and chopped off in lengths to suit. After the Dows had proved herself a suit. After the Dows had proved herself a success by paying large dividends to her owners for several years, it occurred to one of the salt water builders to chop off a larger length than usual when he was getting ready to launch another schooner, and the result was a schooner that needed four masts, and got them. It was a reckless innovation in the minds of most seafaring people, but the rig had come to stay. It stayed because six men could hardle a four-masted schooner very stately and majestic as she sweeps about as easily as a three-masted schooner, and the four-masted schooner could carry 25 It is pretty hard to predict when the last full-rigged ship will be launched. Probably the time will be some years hence. It took just 170 years to convince Atlantic coast ship owners that a four-masted schooner would be worth building for the foreign water builder to teach him anything about trade and about the same that a sur-masted schooner could carry, 25 per cent, more cargo. It was found, however, that the big schooner drew too much just 170 years to convince Atlantic coast ship owners that a four-masted schooner could carry, 25 per cent, more cargo. It was found, however, that the big schooner drew too much just 170 years to convince Atlantic coast ship owners that a four-masted schooner could carry, 25 per cent, more cargo. It was found, however, that the big schooner drew too much just 170 years to convince Atlantic coast ship owners that a four-masted schooner drew too much water for a general coasting trade. It could not be expected that an experienced salt water schooner builder would allow a fresh water building for the foreign ship owners that a four-masted schooner would be worth building for the foreign trade, and about ten months more to get her into the water. That is to say, the first schooner of any kind was built by Capt.

Clangeater, Mass., in feet of water, and their number was not interest of the lakes for a rig. The new salt water schooners were built to draw twenty or more feet of water, and their number was not interest of the lakes for a rig. The new salt water schooners were built to draw twenty or more feet of water, and their number was not interest of the lakes for a rig. The new salt water schooners were built to draw twenty or more feet of water, and their number was not interest. builder abhors the centreboard But the and when she was launched she was put four masters flourished in special trades, such as the cotton trade from New Orleans to Rhode Island, and the coal and sugar trade between New York or Baltimore and Cuba, and the rig is now frequently seen in this port. The Hard previously mentioned was put in the China trade. There was nothing new in putting a was not the fashion. There was some reason in this. While the wind blows the schoone rig is, all things considered, the best of all; in a calm it is the worst. In a calm the big ship, with her yards braced up, sways and rolls about to a limited extent only, for the sails catch the air and steady her, albeit with a roar like thunder and some damage to canvas. But the schooner cannot brace her gaffs as yards are braced, although vangs holp some to steady the swaying spars. There is no help for it; the sails have got to be lowered in a heavy sea without wind to keep them from slatting out, and there the vessel lies in the trough of the sea, with first one rail rolling under water and then the other, until the oldest salt grows dizzy and sick of the sea if not seasick. Still, this may not happen once in a dozen voyages, and so a fair start in the China trade has been made by the Haroldine. She could and does make money when other vessels could not pay expenses. Six sallors make up her orew before the mast. She carries 2,000 tons dead weight. A bark of equal carrying capacity would require

against the schooner, When repairs to sails, in the empire. yards, rigging, etc., are considered, the ould save from \$1,000 upward over a bark in bills at saillofts and shipyards during a year's work. The saving in the expenses of the crew, with wages at \$18 a nosth and grub at thirty cents a day for each man would amount to a fair rate of interest on the investment every year. Beplace. Being less topheavy, the schooners strain themselves less at sea than ships, and therefore last longer when equally well

The question is, can schooners be built now falls to the sailing vessels? It may be sels engaged as square rigged. Tiny shirs answered in the affirmative, The Golden of Holborn and Oxford streets going west, Age is the queen of the world's fleet of schooners. She has five masts. She was built on the Huron River in Ohio, and is owned by V. Fries of Milan, Ohio. The sides, the work was wearlsome. But if bad though, of course, not so large as some in the open lakes, it was worse in working others. She measures 1,712 tons, and up through the rivers from Lake Erie to can carry from 2,200 to 2,400 tons Lake Huron. Vessels have tacked and clubhauled in those rivers for 30 days before more than the Golden Age did, and the they got threugh. That was in the days be-fore the magnificent river tugs of the present than in Milas. Seven able seamen manage that number. A Bath schooner with the tack one of those ships. But the schooner capacity of the Golden Age would pay 10 went about with the aid of three or four. per cent. dividends in a trade where the Robie could not keep even with running exweigh about 4,000 tons. If any one should tell her master, Capt. Henry Talpey of Bos-ton, that a schooner could be profitably built to carry her cargo, he would probably laugh and say that the statement was a good joke. Her truck towers more than 200 feet above the water, while schooner masts do not reach more than 120 or 125 feet above the water. The limit of height would probably be 140 feet, He would say: "Where will she spread the canvas to drive her?" But if the hull were properly modelled, a schooner with five masts-certainly with six-would carry the cargo of the Bil lings, and make as many trips between ports in a year as the big ship could do. That such a schooner would be amply strong has been demonstrated on the lakes. No six-masted schooner has as yet been built,

but that is a step which ship builders are Hydrephobia or Bee Sting.

DEATH FOLLOWING A STING IN AN ABM BITTEN BY WADESBORO, N. C., July 2.-Robert Robin WADESBORO, N. C., July 2.—Robert Röbinson, the 16-year-old eon of Col. John Robinson has just died here of hydrophobia. In August last a strange dog came to his house and attacked one of the yard dogs. Robert went to the rescue of his dog, and was bitten on the arm by the strange dog, which then ran cff. It attacked several other dogs while running away, but was finally killed. Robert's family feared the results of the bite, as all the evidence indicated that the dog was mad, but so long a time elapsed without evil consequences that their fears entirely ceased.

On Tueeday last the young man was stung

On Tuesday last the young man was stung by a bee on the arm bitten by the dog. Robert suffered great pain. On Saturday morning, while engaged in conversation with his mother, she observed that Robert had fallen into a she observed that Robert had fallen into a strange mood, laughing frequently outright and immoderately without apparent cause. He admitted there was nothing to laugh at, but that he could not help it. His father being informed of his peculiar condition, and at the same time discovering unusual nervousness in the patient, suggested taking him to a physician, but proposed first to give Robert a milk toddy to quiet his nerves. The sight of the liquid threw the young man into violent convulsions, which continued until several of the physicians of Wadesbors and vicinity arrived. The most powerful opiates were administered, and even the profuse application of chloroform failed to keep him quiet long at a time. He foamed at the mouth, plication of chloroform falled to keep him quiet long at a time. He foamed at the month, gnashed his teth in the effort to bite the attendants about the bedside. Inhis lucid intervals, although brief, the poor victim gave every evidence of intelligence, talking with those around him of his awful condition, and, realizing that he must die, he expressed a resignation to God's will, and prayed that all

LONDON.

In a City of Trees and Luxuriant Foliage-General Notes and

Political, Cricket, etc. - A Week's Festivities.

(STAFF CORRESPONDENCE OF THE SUN.) London, Jane 21 .- A few words about natters outside of the exhibition grounds will serve to make up this letter. What say you to the statement that in a city of five million inhabitants, one can hardly go a hundred yards without seeing trees? And yet it is almost literally true. London is far from being a wilderness of brick and stone. In the old "city" itself are many fine gardens and planted spaces; in every part of the Metropelis are squares and terraces bright with greenery and flowers, while in the suburbs (if one can tell where the suburbs begin) are long lines of roads and streets bordered with elms, acaclas, limes and plane trees. Just see the good effect of these breathing spaces, so fitly called the lungs of London! The annual rate of mortality is only 2.2 per cent; that is, out of every 45 inhabitants, but one dies in the course of the year—a rate lower than that of any other arge city of Europe. And yet with all these breathing spaces—these squares and health resorts—the appalling fact remains that one in six of those who die in London of ther dies in a poor house, a hospital, an asylam or a prison! In this city about 1,750 children are born every week; 1,250 leaths occur during the same period. THE HOUSE OF COMMONS

a rather shabby-looking apartment, to those familiar with the spacious quarters occupied by our M. P's at Ot'awa, or for that matter by our local legislature at Fredericton. It is only 62 feet by 45 feet, and is so small that 188 of the members have to go without seats. In other words there are only 476 seats for a house of 664 present members. This explains why it is that or important occasions, such as the recent divisions on the home rule bill, members in order to be sure of seats, had to put in an aping of the day's session. The ventilation of the chamber is very poor, and the air about on a par with that of the St. John court house on nomination days. Just now the twelve or fourteen men—usually more.

The bills of ship chandlers against a either side being engaged in opening one of bark would be twice as heavy as the hottest election campaigns ever known commons is almost deserted, the leaders on

> in its general plan is easily comprehended by visitors. Two great thoroughfares run directly from St. Paul's-Fleet street, the Strand and Piccadilly to the left; Holborn and Oxford street to the right; to Hyde Park, eastward, one long street continues t Essex—Cheapside, Poultry, Cornhill, Leadenhall street, Aldgate, Whitechapel, Mile Ead, Bow, Stratford. The streets to the left going westward all lead to the Thames. and the main roads from all the bridges between the Tower and Vauxhall converge at the obeliek, St. George's circus, and hence

all lead to the long line of road from the Bank to Paddington, and thence to the northern suburbs of Islington, Highgate, Hampstead, &c.
It is well for all parties addressing letters to London to bear in mind that for the pur-

pose of faciliating the collection and delivery of letters, the metropolis is divided into eight districts, marked: S. E. for southeastern

E. for eastern. S. W. for southwestern. N. for northern. W. for western. N. W. for northwestern,

W. C. for west central, (For instance, the exhibition at South Kensington is in "London, S. W.") By appending these initials the sorting of letters is greatly facilitated, frequently two or more

hours being saved in the delivery. POLITICAL NOTES. There is a freedom of treatment exercised by the London Sunday press towards politial matters, which reveals to some extent the democratic character of that large section of the community on which they all depend for patronage. While the staid dallies re-flect the opinions of the gentry and those who take their one from them, the Sunday press speaks for a widely different congrega-tion. A few extracts from the journal of the 20th, now before me, will be to the point. Reynold's Newspaper (with its motto of "Government of the people, by the people, for the people,") a strong supporter of Gladstone, and with an immense circulation, says touching the celebration of the 50th anniversary of the Queen's ascension to

the throne: the throne:

"Nationally we are tired of supporting a perfect horde of paupers—royal or otherwise. We see that every land in the world, so far as payments from the public purse appear concerned, is governed at a tithe of the cost at which we are mulcted. The over:axed collier of Nottumberland in the north, and Stafford-shire in the south, called to notice this morning, in reading this column, that the Queen commences her fiftleth year of reign, wonders why he and his for nearly a half century should maintain one dominant family in easy luxury. The President of the United States is content with a few thousands a year. Why should our Palace cost the land close upon a million stelling, all told, every twelve months?"

Lloud's Weekly Newspaper (which in bold

Lloyd's Weekly Newspaper (which in bold letters claims to have the "largest circula-tion in the world") closes an editorial on the royal tragedy in Bavaria with the following

"If any argument were required in favor of a Republican, as against a Monarchical form of Government, it is supplied in the case of Bavaof insane Sovereigns." Another quotation from Reynolds' of 20th date will suffice to illustrate my point :

"Administrations may come and ge. The "Administrations may come and gc. The capital may be at the height of what is called 'the season.' Trade may be languishing. The Queen reeks not. She prefers a retreat in Scotland or the Isle of Wight. The Queen's sealuded mode of life bears a strange resemblance land or the Isle of Wight. The Queen's secluded mode of life bears a strange resemblance
to that led by the King of Bavaria, who committed suicide a few days ago. Of course it is
not suggested, although such occurrences are
very contagious, that Queen Victoria will commit suicide. Yet it is a warning which our
monarch eught not to neglect. The longer he
lived the greater grew the desire of this unfortunate king for isolation. The greater his isolation the more eccentric he became, until,
finally, he went mad. There is no doubt that
the older Queen Victoria grows, the more she
shuts herseif up in her distant and inaccessible
castles. We never hear of her except that she
continues daily to take walking exercise. The
fact is not interesting in itself; but no doubt it
is published in order that the nation may understand that the Queen is still alive."

London. "Home rule" for Ireland, say they, is only the first step. After that (to quote again) :-

"Down with prigs, shoddyites, aristocrats, and distinctions of every kind that press upon the people." Mr. Gladstone is a great man-perhaps a

good a demagogue as could possibly be found nowadays. But can he devise a method satisfying the Catholic and Protestant populations of Ireland without endangering the supremacy of the Imperial parliament?

THE AUSTRALIAN CRICKETERS. In sending my account of the late match at Lords, Anstralians versus gentlemen of England, I expressed the opinion that the antipodean visitors were too strong for any antipodean visitors were too strong for any team that Eagland could put in the field against them, i. e., barring the accidents of the game. My judgment has been singu-larly verified by the result of the three days contest at Kennington Oral, which closed on Saturday, largely in favor of the Australians. Thanks to the absence of Spofforth and Palmer, two of Australia's best bowlers. the gentlemen made 471 in their first innings, their eleven having been chosen specially for its batting strength. W. G. Grace hit up 148 in beautiful syle, his cuts being something phenomenal. He got 17 fours, 6 threes, 11 twos and 40 singles. The first wicket fell for 104. Kemp made 83, the next best score. Of course it was felt generally that the Australians, with two of their best men absent, and Griffin, their best hateman, so lame that he had to get a man batsman, so lame that he had to get a man
to run for him, could not possibly tie this
great score; but the colonists were equal to
the occasion, and when their last wicket fell
in the first innings they had rolled up 488
runs, or 17 to the good. Jones beat Grace's
score, getting 151 before he was caught out.
In their second innings the Englishmen were all disposed of for 105, when time put an an end to the proceedings. As an uphill fight, against long odds, the Australian's play is generally conceded to be the pluckiest ever seen at the oval. Giffin, by the way, is doing great bowling. At Manchester, last week, when the Australians won a single innings victory with 12 to spare, he clean bowled five of the ancashire players in their first innings without a run, and in the second innings

A GALA WEEK FOR CANADIANS. London, July 22.-This is a festive week, so far as the colonis's are concerned. On Sunday a special afternoon service was held in St. Paul's Cathedral, at which colonial visitors were present by express invitation. The Lord Mayor attended in state, accompanied by the aldermen, sheriffs of London and iddlesex and many high city officials, in full toggery. The seats under the dome were eserved for colonials, and the entire cathedral was crowded, while thousands gathered around the entrance to witness the arrival and departure of the pageant. The musical portion of the service was grand, comprising Smart's Magnificat and Nunc Dimittis in G.; anthem 693 (Stainer) I saw the Lord sitting upon a throne: Handel's coronation anthem and the hymn, All people that on earth do dwell. At the conclusion the National

clean bowled seven for 62 runs.

Anthem was played on the organ.

Canon Holland, the preacher, took text from Ephesians ix., 1, 2, 3, and his sermon had special reference to the twin-observance of the day, it being Trinity Sansight of English eyes, at the grasp of an English hand and the sound of the tongue, said the preacher, 'even if we, in the old country, had now and again lost sense and touch of that which was too evi-dent not soon to make itself felt, those who had gone out to build their homes under new skies had aroused in us the sense of that slumber in which the jewel we held so sleepily might alip out of our hands."

Yesterday was another gala day, the chief event being the laying of the memorial stone of the new Tower bridge by the Prince of Wales. Many Canadians were present and the royal cavalcade was one of the most brilliant sights that ever swept past your that he be allowed to arrange for supply during correspondent's eye. The royal party, in closed semi-state carriages, escorted by the Life Guards in their gorgeous uniforms, rode through the streets to the great gate of the Tower, where they were received by the constable of the Tower and officials of the old fortress and escorted to the pavilion, where they wore received by the lord mayor, sheriffs and officers of the corporation of London. Awaiting the Prince and Princess of Wales within the pavilion were the Dake of Cambridge, in his field marshal's uniform, the Duke and Duchess of Teck and the Duke of Connaught. Soon after the grand procession headed by the city marshal, the councilmen in their maz-zarine cloaks and the aberiffs in their gorgeous robes and jewels, wound slowly around the central space in which the memorial stone hung. The Prince of Wales wore his field marshal's uniform, and the wore his field marshal's uniform, and the Princess of Wales was simply attired in dark material. They were specially attended by Prince Albert Victor and the Princesses, Louise, Victoria and Maud. The casees, Louise, Victoria and Maud. The catechist. Rev. Mr. Stuart said Mr. McLeod cesses. Louise, Victoria and Maud. The ceremony of laying the stone was a tame one, except for the opportunity it gave colonial visitors to gaze at close quarters upon the grandees of London and many members of the royal family. Among the leading colonists present were Sir Charles Tupper, Sir J. Dillon Bell, agent for New Zealand, and Hon. Graham Berry, agent for Victoria. There was also a fair acattering of Indian princes, chief among them being the Rajah Pertab Sing of Narsingarh, Central India, in white turban and gold laced green velvet white turban and gold laced green velvet

Invitations are out for the grand ball Guildhall, and lots of "at homes," etc.
J. DaW. Spurr, now in London, leaves
for home on Thursday's steamer. Ex-Mayor Tobin of Halifax had a long in-terview with Sir Charles today.

A Signal Code.

A Signal Code, of which F. Wynekin, editor of the National Magazine, is the author, was who constantly pour into the United States. exhibited on the Corn Exchange lately. It Schools are established for the training of men is intended to be used by Atlantic vessels to to preach the gospel to those people in their communicate to one another the presence of ice in the vicinity of the Newfoundland Banks. A sketch of a chart in which the ocean between longitudes 40 and 60 degrees west from Greenwich, and latitudes 40 to 60 degrees north is divided into squares of a half degree, each of which is lettered to indicate its position to be used in this system, accompanies the code. The idea is that all vessels should signal each other whether ice was seen or not during the voyage, and if the ice was seen, its

PRESBYTERY OF ST. JOHN. Rev. Mr. Allan to be Restored to Full Membership-Calvin Church Matters.

The attendance Tuesday was small, there being present at the opening of the court Rev. Drs. Bennet and Macrae, Rev. Messrs. Macdougall, Fotheringham, Stuart and Langille, and Mesars. Stewart and Willet. A few other members dropped in some minutes later, accompanied by Rev. R. McNair,

of Durham, Ont. After reading the minutes of the preceding eeting and roll call, Rev. Mr. McNair was invited to participate in the deliberations. The case of Rev. Geo. Allan, of Woodstock

was then taken up, and the doo The committee appointed to invertigate the painful case of Rev. Mr. Allan made their report, after which the following resolution was submitted and passed:—

was submitted and passed:—

That the presbytery having heard the reprit of the members of committee appointed to confer with the Rev. G. S. Allan, resolved that they express their great satisfaction with the state of mind evinced by Mr. Allan, as reported by said committee, and agree that the suspension to which Mr. Allan has been subjected during the past four months be removed at the date of the irashytery's next regular meeting on the first Tuesday of September, at which meeting it is agreed that their brother shall be restored to full status as a minister of this church, after admonition suitable to the circumstances of the case which has originated these painful proceedings.

If was reported that the matters at issue

It was reported that the matters at issue between the present and former members of

CALVIN CHURCH had been amicably settled and disposed of.
The trustees of Calvin church have received conveyances of all outstanding claims, and the property is now vested in the church.

The debt of the church now amounts to enly \$3,500, and the happy issue of its affairs was shown to be largely the result of Rev. Mr. Macdougali's persistent efforts in its behalf.
Rev. Dr. Macrae and Mr. Willet submitted to the presbytery a paper, showing that the to the presbytery a paper, showing that the congregation of Calvin church had at length succeeded in liberating itself from all the diffisucceeded in liberating itself from all the diffi-culties in which through litigation and claims of a variety of character it had been for many years entangled; and that the whole indebted-ness now resting upon that corporation amounts to only \$3,500. They said the pres-bytery felt it incumbent upon them to express their thankfulness at this happy issue of the trouble through which Calvin church congregation has been conducted and to congratulate that congregation and its pas-tor, to whose earnest and persistent (florts the tor, to whose earnest and persistent (fforts the result they are assured on all hands is largely due, upon the brightening prospects now open-ing up, in the extension of their usefulness for od, and that a copy of these minutes be sent to the clerk of Calvin church.

A letter was read from MICHAEL KEIVER, OF RIVERSIDE, Albert Co., saying he had found it impossible to raise the \$400 required there, at six p. c., as the branch bank at that place was about to close. He asked that the builting committee should raise the money. The letter was referred to the building committee.

John Willet said there was no report from

John Willet said there was no report from the building committee. A letter was read from Riverside, A. C., stating that efforts were being made to raise \$400, but with very little results so far. The letter asked that the committee should endeavor to raise the money.

Rev. Wm. Stuart, convenor of home mission committee, reported that the home missions showed steady progress. He had received several reports, indicative of progress all along the line. Encouraging reports observance of the day, it being Trinity San-day and also the anniversary of the Queen's accession to the throne. He dwelt on the Richmond; Mr. Grant, at Vanceboro and Mcaccession to the throne. He dwelt on the spirit of nationality that is in man—a force and man accession to the throne. He dwelt on the Richmond; Mr. Grant, at Vanceboro and McAdam; Mr. Cahill, at Springfield, Mr. Larkin and these and the spirit of the sp that insisted on being heard, whose power and others. Application was read from Rev. G. W. Borden asking that a field be assigned by the control of the cont gathered together before him. They knew rasclved to write to Rev. J. McGregor McKay what it was for their hearts to kindle at the

The clerk read an application from Rev. R. V. McKibbon, Chelses, Quebec, asking that a hearing be arranged for him in some eligible The clork stated that there would be a vacancy at Woodstock soon. The clerk was given authority to communicate with Mr. Mc-

made very complimentary reference to Mr. Grant, catechist at McAdam, who was present.

Mr. Langille asked for the presbytery's assent to his going on a collection tour, in order to obtain funds for wiping off the debt his absence. His requests were on motion, complied with.

Rev. Mr. Stuart stated that the applica-

tion to the home mission board at Halifax for the reimbursement to probationers, was re-fused. Rev. Mr. Stuart moved that application be made to the home mission board, Halifax, for a quarter's salary now due missionaries and catechists.—Carried.

REV. DB. MACBAR asked that the Presbytery would assist Rev. Mr. Stuart of Carleton in obtaining supply asked that the Fresbytery would assist Rev.
Mr. Stuart of Carleton in obtaining supply
during two or three weeks absence. Rev. Mr.
Calder was requested to supply one service
for two Sabbaths without detriment to his
financial position.

A report was submitted upon the unsatisfactory state of the Grand Bella mission factory state of the Grand Falls mission.

Rav. T. F. Fotheringham and Mr. John
Willst, commissioner to the general assembly,

This was carried and it was ordered to send a copy to Mr. Bruce.

Rev. T. F. Fotheringham and Mr. Willet were appointed a committee to prepare standing committees.

Impressions of American Presbyterianism. Rev. Allan Simpson continued his Impressions of American Presbyterianism at Park street church last evening. He referred to the great work the Presbyterian church does among the immense numbers of immigrants Indicate the greater grew the desire of this unfortunate king for isolation. The greater his isolation the more eccentric he became, until finally, he went mad. There is no doubt that the older Queen Victoria grows, the more she shute herself up in her distant and inaccssible castles. We never hear of her except that she consulting distributions and interesting in itself; but no doubt it is published in order that the nation may understand that the Queen is still alive."

The above extracts are, mark you, from outspoken Liberal papers, which endors Gladstone and back up home rule. Therein lies their only interest to Canadians, as showing the tone of the Liberal party in THE I

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young child

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> > And, again of tion sti that ye for I sa angels father