

BLOOD!

performed, the blood be- Pinches, Bile, Blotches, etc., Eczema, etc., appear- ing on the face, and this can be done

WINE AND IRON, these manifestations of a young man's "Huntington's" in Canada.

D & CO., approved kinds, and floating Springs, Tooth Cutters, Seed Drills, etc.

REAL IMPLEMENTS, approved kinds, and floating Springs, Tooth Cutters, Seed Drills, etc.

RY TRADE, Better Weight, Faster Work, The experience of those who have used the goods will prove leading Wholesale Houses.

ING TOOLS, ent of Haying Tools, ones, Handles, etc.

UCHLAN, NELSON STREET

St. James St., MONTREAL.

English articles on the market. In stock. Tests are given to prove the quality of the goods.

PHILIP LAW, Montreal, N. B.

AL EXHIBITION, 1886. Country Show in Connection.

TO WIN THE PRIZES. Rose Comb White Leghorns, Langshires, Wyandottes, etc.

ARSON'S OBSESSION PAINT. Suitable for all descriptions of the undermentioned work:

THORNE & CO., Market Square.

and Mineral Lands.

WEEKLY SUN PUBLISHING COMPANY

Printing Establishment, 177 St. John St., Montreal.

VOL. 8.

A VOYAGE.

When sleep is coy and slumber flies, I hasten down to the dream-land sea, Where Fairy's boat Dots lightly blue.

THE NAMELESS FOLD.

O Shepherd of the nameless fold— The blessed Church to be— O hearts with love and longing turn To find their rest in Thee.

THE CHILDREN'S KINGDOM.

I hear of a wonderful Paradise, A garden of bloom and incense skies— Where summer lasts all the year.

HAND IN HAND.

This boat is sailing, sailing Over a silver sea; The wind is hushing its wailing Through brush and tree.

BROWN.

We rode and played tennis together, We walked on the beach at low tide, Ah, now the sweet summer weather When I lingered and loved at her side!

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A PARLOR BOMB.

I have been recently reminded of an episode of the siege of Paris, which, I flatter myself reflects no small credit on me.

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age of the Opera, who will fix for you perfectly.

But warn you to take great precautions; not the least shock, not the faintest friction, for if you strike it with even a sheet of paper it will explode.

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The glaciers of the Alps have been found by Foret to change in size quite regularly.

A period of growth of fifteen to thirty years being followed by a corresponding period of diminution. The increase seems to coincide with periods of cold and wet years, and the decrease with periods of warm and dry seasons.

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for a complete establishment to carry out Mr. Lick's intentions.

The citizens of Santa Clara county have built a road to the summit of the mountain, at a cost of \$75,000.

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Clothing on Which Sea Air Frees.

It is astonishing, seeing what an annual outfit going to the sea-side is, that people do not get understood how the sea air will prey on knots of brocade, pretty enough when new, and on the flatterings and drapings of a costume that look well in Rotten Row and not at all well by the "lons sea waves."

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WEEKLY SUN, ST. JOHN, N. B.

PERCEPTIVE MEMORY.

Teach your children, even when young, to develop their memories. Do this by all possible methods, except the committing of prose or poetry to excess.

SCIENTIFIC MISCELLANY.

A PARADOXICAL observation is that while menthol, a remedy for neuralgia, imparts a sensation of coldness, the parts rubbed with it are really hotter than the surrounding skin.

THE LARGEST TELESCOPE IN THE WORLD.

Passengers out of Boston on the Boston and Albany Railroad may have noticed just across the Charles river at the first bridge out of the city and opposite Cottage Farm Station, a handsome residence, and back of it a low, round-topped observatory, and outside, near it, a long white model of a telescope, and in the rear, a two-story brick building.

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

SPECIAL NOTICE TO SUBSCRIBERS.

In remitting money to this office please do so by Post Office Money Order or Registered Letter.

LEGAL NEWSPAPER DECISIONS.

1. Any person who takes a paper regularly from the Post Office...

AT GRAND MANAN.

The complaint of the Grand Manan fishermen is in reference to the purchase of herring for the fishing factories...

OUR CATTLE TRADE IN ENGLAND.

One of the most notable features in the development of our export trade is the constantly increasing sales of Canadian live cattle in the English markets.

PROVINCIAL GRANTS TO SCHOOLS.

School teachers and the rural electors should pay heed to the hints which are given that the provincial grants for educational purposes are to be still further cut down...

If the abolition of the provincial educational grants provided an escape from direct taxation, the argument of Mr. Ellis would have more point...

DEATH OF JUDGE RIGBY.

Judge Rigby of the Nova Scotia supreme court bench, who died yesterday, was a man universally respected, and a magistrate in whose fairness, good sense, and knowledge of the law the public felt confidence.

LOCAL MATTERS.

QUEEN'S COUNTY CIRCUIT COURT.—The only case was that of Francis Mahoney v. Robert Moran et al.

THE COUNTY TREASURER.—The finance committee of the county council met Friday and received a report from the auditor...

MINING INVESTIGATION.—Hon. Messrs. Blair and Mitchell, commissioners under the great seal, concluded on Friday last, at Frecheton, a hearing of an application for the execution of a coal mining lease.

NO CLAIM TO GENEROSITY.—It has by this time been made clear that the average United States fisherman does not feel himself under any obligation to regard the fishing regulations of the Canadian government.

GRAND LAKE.—It was pleasant to see L. P. Ferris of Queens Co., in the city yesterday, in his usual good health...

DISASTROUS STORM.—The storm of last Tuesday night and Wednesday proved most disastrous to the lobster fishing along the North Shore of Prince Edward Island.

THE MAN WHOSE NAME IS WELL KNOWN IN P. E. I., when he went by the name of Whitman, was a young man, two or three years of age...

A VERY QUICK TRIP has been made by the motor water Lily, 71 tons, John Manning, master.

THE WATER LILY was built in Carleton Place, Ontario, and is a very fast and comfortable boat.

FATAL ACCIDENT.—A correspondent sends the following particulars of the fatal accident near St. Andrews: Loring and DeWitt Wilson, brothers, with Nathan Mack and Rose Wootter, all of Seal Cove, Grand Manan, have been engaged building a weir off Minister's Island...

THE DOMINION FISHERIES.—On Saturday evening Judge Waters held the final court of revision under the Dominion Fisheries Act, at Ready's hall, Fairville, for the Parish of Lancaster.

WHO KNOWS HIM?—A man said to be Geo. Whitaker, committed suicide by hanging himself in the barn of James Kain, hotelkeeper, Beachville, Ont.

A BARRON FATAL.—A. Chapman, C. C., correspondent sends the following particulars of the gliding away of the bridge at that place: During the thunder storm last Wednesday afternoon a herd of cattle collected on the bridge near King's, and becoming frightened at a loud clap of thunder made a stampede towards the shore.

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The Country Market.

The country market has been fairly supplied all week. Yesterday the first new potatoes of the season arrived from the head of the Bellefleur.

THE TWELFTH.

The 12th day of the twelfth was celebrated by the Orangemen of St. John and vicinity at St. Stephen, a full account of which is given below.

THE PROCESSION AND SPEECHES AT ST. STEPHEN.

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The Petition for the Appointment of a Receiver of the Property of the Late...

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The Weekly Sun.

SAINT JOHN, N. B., JULY 14, 1888.

JOGGING MR. MITCHELL'S MEMOIR

The Montreal journal which reflects the views of Hon. Peter Mitchell has been gradually working round to the opposition party, though Mr. Mitchell personally compares the organization called by him the third party. Mr. Mitchell in his journal also acts as a member of parliament becomes a Rielite. Then, in his two capacities he began to oppose protection. At length he joined in the scandal campaign so ably led by the somewhat noted campaigner, Cameron of Haron. Now Mr. Mitchell may be a conscientious Rielite, but he may actually suppose the late Louis Riel to have been a hero and to have died a martyr's death. He may feel that the Quebec French people have been cruelly outraged by a government which knowing Riel to be a French Canadian did not set him free. Mr. Mitchell may have changed his mind about Riel and free trade, and generally on the subject of free trade and protection. But it is impossible that he has come to the conclusion that charges of corruption made by the supporters of Mr. Blake against Dominion ministers are true. Conscientious as Mr. Mitchell must be of his own party he cannot fall false that the party which formerly charged him with all manner of bribery, corruption, and other such vices, is lacking in accuracy. For instance, Mr. Mackenzie speaking at Forestville the County of Lunenburg, in 1877, said:

Mr. Peter Mitchell, late Minister of Marine, got \$15,000 for two acres of land on the Miramichi River. In the whole valley of that river there are not more than ten or fifteen thousand acres, and these are all in the hands of Chatham and New Brunswick. They would not pretend to take a place where they might have a deep water wharf to which vessels 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 \$15,000 for it. The land has never been used to this day but for occasional services.

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

Mr. Mackenzie 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. Pallister, 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. Hayes, a brother-in-law of Mr. Peter Mitchell. He was at liberty to purchase whom he pleased, at what price he pleased, and in what manner he pleased. (Hear, hear.) No public tenders were asked for, and no private arrangements were made. He was allowed a commission of 2 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 at \$64 a ton, but he sold them at \$68 a ton. And upon this excess he was paid a commission.

Mr. Mills then discussed another firm from which the Government obtained supplies for the Intercolonial railway through Mr. Carvell, another brother-in-law of Mr. Peter Mitchell. This firm sold the rails at a profit of 10 per cent. 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. Carvell and Mr. Hayes, was brought to light, Mr. Tupper and Mr. Mitchell professed to have no knowledge of any connection with the transaction in question. But they have never failed to seize every opportunity to attack Mr. Bridges and to suggest that these transactions were illegal.

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

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 all these men, if Mr. Mitchell had believed in them, he would not have said that Peter Mitchell would undoubtedly have gone and hanged himself. Why should he then attach importance to what they say about other men?

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 a sailor man may grumble, but the new-fangled schooner, with four or five masts, has come to stay, and the old-fashioned ship, appearing very stately and majestic as she sweeps across the sea, has got to go. 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 conquer Atlantic coast 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 why the first schooner of any kind was built by Capt. Andrew Robinson, at Gloucester, Mass., in 1713. Just 170 years later the keel of the four-masted schooner Harlequin was laid by the gentlemen living in Providence and Chicago, and when she was launched she was put in the keel and the trade with the East India. The original schooner was evolved from the sloop. She had two masts, rigged with four and six sails instead of one, as the sloop has. She was a paying investment. Schooners innumerable have been built since then, but until within recent years they were usually very small vessels. This was due to the conservative character of the sea-going people. The schooner was evolved from the Great, when the Columbus of the Mediterranean rowed around the continent of Africa landing on the coast to plant and harvest a crop of corn ship junk in iron for the slaves to carry out. square sails, stretched on heavy yards swung across ponderous masts, had been used to drive ships through the water with such speed as that before him the salt water mariner was not going to be so presumptuous as to adopt any other style of rig.

That which 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. The schooner, less the schooner, 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 in the history of the world, because it enabled the vessel to point its bowsprit much closer to the wind than a vessel with square sails could do, and could thus overtake the fully-rigged galleons of the Spaniards with greater ease than other vessels.

The American privateers in the war of 1812 were nearly all schooner men. Several of the schooners being very large for that day, and indeed, for any day, until within ten or fifteen years. The Lee, a schooner of 1,200 tons, was built by Thomas Lewis, and commanded by Capt. George Coggeshall, measured 320 tons—quite as much as the majority of the ships of her day. But the excellent record of the schooner could not overcome the prejudice of the shipowner and shipbuilder, and ship insurers in favor of the square rig.

It was reserved for the fresh water sailor on the great lakes to bring the schooner to perfection and teach his conferees on salt water a lesson in naval architecture. The accurate pictures of Perry's victory over the British on the lakes, and the schooner's success engaged as square rigged. They ships they would seem to be more. Though higher out of water the brick and oak schooner was used in much greater numbers than time are quite as large, and often larger. But a square rigged vessel could not serve the purpose of the lake trade. The schooner naturally blew the square rig. Square rigs were pleasant when running down the lakes, particularly on Lake Erie, but when it came to beating back with the shores of the lakes at night on the west side or the other, and sometimes on both sides, the work was wearisome. But if beat in the open lakes, it was worse in working through the narrow straits and rapids of the Lake Huron. Vessels have tacked and unbalanced in those rivers for 30 days before they got through. That was in the days before the magnificent river edge of the present day were built, but not so long ago as the lake sailors 40 years old know all about it.

From fifteen to twenty men were required to tack one of those ships. But the schooner went about with the help of a few men. The man at the wheel put down the helm. The vessel pointed her nose up into the wind, the booms swung over, a man aloft held the line by which the boom was hoisted and haul it down, and haul it up the jib sheets on the other side. It was done in a minute or two, the schooner forging ahead all the time while the men were at work from five to ten minutes and beat steadily board in the mean time. Six sailors could make a schooner swing in a gale, while sixteen men were needed to haul a ship under like circumstances.

The ship disappeared from lake navigation just as soon as the trade developed enough to make competition between the schooner and the schooner. Schooners became the fashion, and once the fashion always the fashion. With the development of the West the grain trade grew enormously. To haul the grain from the East to the West, and other Michigan ports grew with the grain production. The woods of Michigan were also cut for lumber output, while the demand for coal in the West furnished the bulk of the return cargo. Until 1873 freight was so good that the schooner was paid for themselves in less than two seasons. Naturally the size of the vessels increased rapidly. A peculiarity of lake navigation is the shoalness of the water in places. The depth at the Linnexin crossing on the St. Clair flats is 16 feet when at its best. Vessels usually load down to 15 or 16 feet draught. To increase the size of the schooner they were therefore lengthened, and within certain limits made broader. More power was needed to drive the vessels, and this power was gained by putting in first three masts, and then when the vessels were made still larger, four. The first four-masted schooner built in the world was the four-masted schooner built 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 larger four-masted. Then came the David Dow of Toledo. The others had been heard of on the Atlantic coast, but the Dow made a sensation to the westward part of the coast. 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, she is wonderful. I have the picture of one—the David Dow. She has five masts."

And so she was. A lithograph showing her under full sail on a bright green choppy sea had a tremendous sale. The lithograph was administered, and even the profuse application of chloroform failed to keep him quiet long at a time. The great lithograph, dashed his teeth in the effort to bite the attendants about the bed. In the violent intervals, although brief, the poor victim gave out roars of pain, and the attendants, realizing that he must die, he expressed a wish that he should be spared the fate that had fallen him.

Down 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 Doves had proved her 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 she 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 mind of a most select people, but the rig had come to stay. It stayed because six masts could hardly be a three-masted schooner, and four-masted schooners could carry 25 per cent. more cargo. It was found, however, that the big 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 builder to teach him anything about rigging; it was had enough to have to go to the lakes for a rig. The new salt water schooner was built to draw twenty or more feet of water, and their number was not increased so rapidly as it would have done had the rig been adopted by the salt water schooner builders the coastward. But the four masts flourished in special trades, such as the cotton trade from New York to the West Indies, and the coal and sugar trade between New York and Baltimore and Cuba, and the rig is now frequently seen in this port. The Harlequin previously mentioned was put in the Harlequin rig. There was nothing new in the fore-and-aft rig in that trade, but the rig was not the fashion. There was some reason for this. While the wind blows the schooner rig in 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, swings and tacks a top of corn ship junk in iron for the slaves to carry out. square sails, stretched on heavy yards swung across ponderous masts, had been used to drive ships through the water with such speed as that before him the salt water mariner was not going to be so presumptuous as to adopt any other style of rig.

That which 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. The schooner, less the schooner, 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 in the history of the world, because it enabled the vessel to point its bowsprit much closer to the wind than a vessel with square sails could do, and could thus overtake the fully-rigged galleons of the Spaniards with greater ease than other vessels.

The American privateers in the war of 1812 were nearly all schooner men. Several of the schooners being very large for that day, and indeed, for any day, until within ten or fifteen years. The Lee, a schooner of 1,200 tons, was built by Thomas Lewis, and commanded by Capt. George Coggeshall, measured 320 tons—quite as much as the majority of the ships of her day. But the excellent record of the schooner could not overcome the prejudice of the shipowner and shipbuilder, and ship insurers in favor of the square rig.

It was reserved for the fresh water sailor on the great lakes to bring the schooner to perfection and teach his conferees on salt water a lesson in naval architecture. The accurate pictures of Perry's victory over the British on the lakes, and the schooner's success engaged as square rigged. They ships they would seem to be more. Though higher out of water the brick and oak schooner was used in much greater numbers than time are quite as large, and often larger. But a square rigged vessel could not serve the purpose of the lake trade. The schooner naturally blew the square rig. Square rigs were pleasant when running down the lakes, particularly on Lake Erie, but when it came to beating back with the shores of the lakes at night on the west side or the other, and sometimes on both sides, the work was wearisome. But if beat in the open lakes, it was worse in working through the narrow straits and rapids of the Lake Huron. Vessels have tacked and unbalanced in those rivers for 30 days before they got through. That was in the days before the magnificent river edge of the present day were built, but not so long ago as the lake sailors 40 years old know all about it.

From fifteen to twenty men were required to tack one of those ships. But the schooner went about with the help of a few men. The man at the wheel put down the helm. The vessel pointed her nose up into the wind, the booms swung over, a man aloft held the line by which the boom was hoisted and haul it down, and haul it up the jib sheets on the other side. It was done in a minute or two, the schooner forging ahead all the time while the men were at work from five to ten minutes and beat steadily board in the mean time. Six sailors could make a schooner swing in a gale, while sixteen men were needed to haul a ship under like circumstances.

The ship disappeared from lake navigation just as soon as the trade developed enough to make competition between the schooner and the schooner. Schooners became the fashion, and once the fashion always the fashion. With the development of the West the grain trade grew enormously. To haul the grain from the East to the West, and other Michigan ports grew with the grain production. The woods of Michigan were also cut for lumber output, while the demand for coal in the West furnished the bulk of the return cargo. Until 1873 freight was so good that the schooner was paid for themselves in less than two seasons. Naturally the size of the vessels increased rapidly. A peculiarity of lake navigation is the shoalness of the water in places. The depth at the Linnexin crossing on the St. Clair flats is 16 feet when at its best. Vessels usually load down to 15 or 16 feet draught. To increase the size of the schooner they were therefore lengthened, and within certain limits made broader. More power was needed to drive the vessels, and this power was gained by putting in first three masts, and then when the vessels were made still larger, four. The first four-masted schooner built in the world was the four-masted schooner built 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 larger four-masted. Then came the David Dow of Toledo. The others had been heard of on the Atlantic coast, but the Dow made a sensation to the westward part of the coast. 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, she is wonderful. I have the picture of one—the David Dow. She has five masts."

And so she was. A lithograph showing her under full sail on a bright green choppy sea had a tremendous sale. The lithograph was administered, and even the profuse application of chloroform failed to keep him quiet long at a time. The great lithograph, dashed his teeth in the effort to bite the attendants about the bed. In the violent intervals, although brief, the poor victim gave out roars of pain, and the attendants, realizing that he must die, he expressed a wish that he should be spared the fate that had fallen him.

LONDON.

In a City of Trees and Luxuriant Foliage—General Notes and Gossip.

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

(STAFF CORRESPONDENCE OF THE SUN.)

LONDON, June 21.—A few words about matters 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. The old "city" itself is very much greened and planted spaces, in every part of the Metropolis are squares and terraces bright with greenery and flowers, while in the suburbs (if one can call where the suburbs begin) are long lines of roads and streets bordered with elms, acacias, 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 large city in the world. The streets are so broad and the houses are so low, that there is so much fresh air, that the health resorts—the appalling fact remains that one in six of those who die in London are children under the age of five. An asylum or a prison in this city about 1,750 children are born every week; 1,250 die during the same period.

THE HOUSE OF COMMONS. It is a rather shabby-looking apartment, to those familiar with the spacious quarters occupied by our M. P.'s at Ottawa, or for that matter by our local legislature at Fredericton. It is only 92 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 on important occasions, such as the recent division on the home rule bill, members in order to be sure of seats, had to put in an appearance hours before the time of the opening of the session. The ventilation of the chamber is very poor, and the air about on a par with that of the St. John court in the old days. The House is a common-sense almost deserted, the ladies on either side being engaged in opening one of the hottest election campaigns ever known in the empire.

LONDON. In its general plan is easily comprehended by visitors. It is a great thoroughfare running directly from St. Paul's-Fleet street, the Strand and Piccadilly to the right; Holborn and Oxford street to the right; to Hyde Park, Regent street, and the Strand. The main roads from all the bridges between the Tower and Vauxhall converge at the oblique St. George's church, and hence appear outwardly to the suburbs of Cambridge, Greenwhich, &c. The streets to the right of Holborn and Oxford streets going west, all lead to the long line of road from the Bank to Farringdon, and thence to the north to the suburbs of Islington, Highbury, Hampstead, &c. It is well for all parties addressing letters to London to bear in mind that for the purpose of facilitating the collection and delivery of letters, the metropolis is divided into eight districts, marked:

- E. C. for east central. S. E. for east southern. E. for eastern. S. W. for south western. N. for northern. S. W. for south western. N. W. for north western. W. C. for west central.

(For instance, the exhibition at South Kensington is in "London, S. W.") By applying the letters of the districts to the letters of the streets, the metropolis is divided into eight districts, marked:

There is a freedom of treatment exercised by the London Sunday press towards political matters, and a more extensive freedom of the democratic character of that large section of the community on which they all depend for patronage. While the staid dailies reserve their criticism for the most important questions, the Sunday papers take their cue from them, the Sunday press speaks for a widely different congregation. A few extracts from the journals of the 20th, will illustrate my point.

"Naturally you are tired of supporting a petticoat government, and of supporting a petticoat minister. We see that every land in the world, so far as payments from the public purse appear concerned, is governed by a petticoat government, which we are amused to see, the over-zealous editor of Northumberland in the north, and Bedfordshire in the south, of which the letters of the Queen's name are so conspicuous in reading the column, that the Queen commences her fifth year of reign, when she is not yet a year old. Of course it is not supposed, although such occurrences are very common, that Queen Victoria will commence her fifth year of reign, when she is not yet a year old. Yet it is a warning which we should not neglect to heed. The longer he lived the greater grew the desire of this unfortunate king for isolation. The greater his isolation, the more eccentric he became. He finally, he went mad. There is no doubt that the older Queen Victoria grows, the more she will be inclined to retire into her seclusion. We never hear of her except that she continues daily to take walking exercise. The above extracts are, mark you, from orthodox Liberal papers, which endorse Gladstone and back up home rule. Therein lies their only interest to Canadians, as showing the tone of the Liberal party in

London.

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

"Down with pigs, abolitionists, aristocrats, and distinctions of every kind that press upon the people."

Mr. Gladstone is a great man—perhaps as 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, Australians versus gentlemen of England, I expressed the opinion that the match would be a great success. It was a team that England could put in the field against them, i. e., barring the accidents of the game. My judgment has been singularly verified by the result. The three days' contest at Kennington Oval, which closed on Saturday, largely in favor of the Australians, and 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 the batting strength. W. G. Grace hit up 143 in beautiful style, his century being something phenomenal. He got 17 fours, 6 threes, 11 twos and 40 singles. 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