Maritime Farmer.

FREDERICTON, N. B., September 19, 1888

An Important Event.

To-day witnesses an event important in the history of Victoria County, the turning of the first sod of the Tobique Valley Railway, a road that will open up to commerce, the rich resources of the Tobique Valley, its great agricultural and mineral wealth. The occasion, we understand will be made one of considerable rejoicing at Andover, and well may it be. Hon. John Costigan through whose influence and industry the road has been started, he having obtained for it a very substantial subsidy from the Dominion Parliament, will be present to share in the honors of the event, and receive his just need of praise, and he will be accompanied by Hon. John Haggart, the new Postmaster General who will visit New Brunswick for the first time.

The FARMER congratulates the people of Victoria on the auspicious event in which many of them will participate to-day; we congratulate the constituency on possessing such an indefatigable representative in Parliament, a gentlemen whose earnest endeavor has ever been to forward the best interest of his constituency, we also warmly welcome to our Province the Postmaster General, and if half we hear is true, the Government have gained a great element of strength and popularity by Hon. Mr. Haggart's accession to position.

In conclusion, we direct our readers attention to a communication elsewhere, regarding the great work accomplished in the construction of the Temiscouata Railway, and we believe we are not putting it too strongly when we say that this important line would still be a dream of the future, had it not been for Hon. John Costigan. It has been that gentleman's chief aim and ambition to see the important constituency he represents connected with the through lines of railway communication; to place his people within easy reach of the centres of population and trade, and his desire is about to be gratified. The completion of the Temiscouata railway will bring the chief points of his constituency within a few hours of Montreal, Quebec, Toronto and the other principal cities of Upper Canada, and must, of necessity, result in the rapid development of the upper counties of New Brunswick. We pointed out in a former article, the great importance of the Temiscouata railway as a means of through communication between the Upper Provinces, and the sea board; we emphasize now, the great blessing it must prove to the local interests of Madawaska and Victoria.

It is no wonder that Mr. Costigan has been able to retain to such a large degree, the confidence of his people, for has he not in season and out of season, urged, and successfully urged their interests, while not neglecting the general claims of his country?

How the President is Elected.

Many people have an idea that the electors of the United States vote directly for the President, but such is not the case.

The President and Vice-President are not elected by the people, nor on the election day in November. They are chosen by electors, and under the present law, which was recently passed, on the second Monday in January. It is these electors for whom the people vote in November. In every State each party has a right to name a number of electoral candidates equal to the number of its Senators and Representatives Take New York. The Republicans name thirty-six and the Democrats thirty-six. The prohibitionists or any other party may nominate the same number. These electors are voted for on election day by the people. Not a vote will then be cast for Cleveland or Harrison. Their names will not appear on any ticket. The electoral ticket which receives the most votes will be elected. If it be the Democratic, that will be election of thirty-six electors pledged to vote for Cleveland and Thurman. The electors chosen by the people at the polls will meet on the second Monday in January in their respective States to cast their ballots for President and Vice-President. The Democratic electors will be pledged and morally bound to vote for Cleveland and Thurman, and the Republican for Harrison and Morton. But they are not required by any law to vote that way. Each one can vote for whom he pleases. Republican electors may vote for any person not named as a candidate. Voting for the party candidate is a matter of politics, not of law. The candidates who receive the most electoral votes on the second Monday of January will be elected President and Vice-President. This is the law, but the electors are so well chosen that a day or two after the first Tuesday in November, which this year is the 6th of that month, everybody in the United htates will know to a certainty who is be President of the United States for the next four years.

The London correspondent of the Liverpool *Mercury* writes: "Sir Chas. Tupper has earned his baronetry. Few men have done so much as he to keep in cordial relations a strong and independent colony like Canada with the Mother Country. His decoration may be taken as a sort of reply to the reception of the Fisheries' Treaty by the United States Senate. He was the chief representative of Canada at the Washington Conference, but above and beyond all that Sir Charles is probably the most popular "colonial" who moves about in London society. He is a very able man, a good speaker an excellent diner-out, and very pleasant in all personal relations. When he is in town he is seen at nearly all festive functions, and he is invariably welcomed wherever he appears."

Notwithstanding all the abuse that has been heaped upon Hon. Mr. Dewdney, the new Minister of the Interior, that gentleman was elected by acclamation in East Assiniboia, Thursday.

Rochon, the Grit representative of Russell in the Quebec Legislature, is before the election court, and some startling instances of the corruption practised in his election, have been unearthed. Besides debauching the constituency with money, his agents seemed to have made use of a novel plan for increasing the vote of their candidate. Dr. Aubry, a physician, told the court that he had assisted in the personation of over 100 dead men, stating that he had experienced but little difficulty in securing substitutes. The unseating of Rochon would seem a certainty, but we shall hear very little from the Grit papers regarding the gigantic system of bribery by which he was elected.

The news of the murder in Africa of Major Bartelotte, the leader of the expedition in search of Henry M. Stanley, has given rise to speculation regarding the great explorer himself. The London newspapers are unanimous in their opinion that Major Bartelott was betrayed by Tippoo Tib, who organized the native portion of the expedition, and the question is asked why may not Stanley have been also the victim of his treachery.

At Toronto, last week, after the Undertakers' Association had transacted their business, the members dined together, everything being of a funeral description, the plates coffin shaped, the napkin rings of coffin handles, the handles of knives and forks the same, the jellies in the shape of urns, weeping willows, etc., all imported from Boston.

A GRACEFUL TRIBUTE

To a Deserving Man.

What Hon. John Costigan's Influence has done for Railway Development in New Brunswick.

(To the Editor of the Farmer.)

SIR,—I have read with much interest your article 5th inst., on the new "short route" between St. John and Fredericton, in your Province, and Riviere-du-Loup in ours, and also the compact table of distances which you therein give.

It is now closing on to a score of years since I first had the pleasure of becoming acquainted—first through correspondence and subsequently personally—with our mutual friend, then plain Mr. but now the Honorable John Costigan, Minister of Inland Revenue. Through all these years I have followed his public life, every year only adding to my admiration for his sterling worth and unflinching persistence in following to the end whatever line of conduct he marked out, or whatever object he sought to attain. One of my earliest recollections of Mr. Costigan is his unceasing advocacy of this very "short line," which we have all lived to see *in fait accompli*. Well do I remember how on his visits to Quebec city when passing to or from Ottawa, his invariable cry was—"What are the people of Quebec about? Can't they see the immense advantage it would be to their trade, especially with the northern portion of New Brunswick, to have this short cut between the Intercolonial Railway at Riviere-du-Loup and Edmundston and Grand Falls and their surroundings?" On those occasions also he never lost an opportunity of urging the matter upon the attention of the public men, especially of this portion of the Province; but apparently they "couldn't see it," Well, years rolled by, and at last Mr. Costigan found himself in a position to encourage in a substantial manner this great boon to both Provinces. Through his influence, the Dominion Government granted a subsidy, and with this he was able to enlist the energies of Mr. J. J. Macdonald, Mr. Cameron and other gentlemen, and to-day, as I have already said, the "short route" between Quebec city and the seaboard, *via* Riviere-du-Loup, is *in fait accompli*. In face of the threatened stoppage of transit for our goods and merchandize through United States territory, the completion of these eighty miles of railway is of more than ordinary importance to this city. Now is the time for Quebec to push for the construction of the bridge across the St. Lawrence at this point. It has always been understood that Mr. Costigan favored the project, and he is even more likely to do so under present circumstances.

But while engaged in furthering an outlet for his Province, Mr. Costigan was not unmindful of her internal development. I am informed, that even while I write, a contract is being signed and operations are being commenced for the construction of the Tobique Valley Railway, which is destined to open up that hitherto comparatively unknown section of the country. I understand that the "first sod" will be turned during the present month.

Then again there is the St. Francis Branch or the continuation of the Temiscouta road, for which the Dominion Government, again through Mr. Costigan's influence, has granted a subsidy of one hundred thousond dollars; and I understand that active operations for the construction of the road will commence in the very near future.

In addition to the Dominion subsidy to the Temiscouata road the late Conservative Government of the Province of Quebec also gave a handsome one, whilst the Government of New Brunswick gave a certain sum proportionate to the eleven miles of the road which are situated in your Province. Towards either the Tobique Valley or the St. Francis Junction roads the Government of New Brunswick has not contributed a dollar,

Now I think our friend Mr. Costigan makes a fair showing in the practical and substantial benefits he has been instrumental in conferring upon the Province of New Brunswick, and I think you have every reason to feel proud of him.

Yours very truly,

PROGRESS.

Quebec, Sept. 12, 1888.

A Woman in the Ranks of the Scots Greys.

The annals of the Scots Greys show that a woman for some time fought in their ranks. Mrs. Christian Davies was a native of Ireland. Her husband having entered the army, she assumed male attire and followed him. They did not, however, meet until after the battle of Blenheim, when they agreed to pass as two brothers. But at Ramilies Mrs. Davies was wounded, and her sex discovered. "I escaped," she says in her narrative, "unhurt through the hottest part of the battle, till the French were defeated, when an unlucky shell from a steeple, on which they had planted some mortars, struck the back part of my head and fractured the skull. I was carried to Meldre, but I did not recover in less than ten weeks. No sooner had they discovered my sex than they acquainted Brigadier Preston that his pretty dragoon (for so I was called) was a woman. The news spread far and near, and reaching Lord John Haye's ear he came to see me, as did my former comrades, and called for my husband. He gave a satisfactory account of our first acquaintance, marriage and situation, with the manner of his having entered the service, and my resolution to go in search of him. Lord Haye seemed very well entertained, and ordered that my pay should be continued while under cure. When his lordship heard that I was well enough to go abroad he generously sent me a parcel of linen. Brigadier Preston made me a present of a handsome silk gown and every one of the officers contributed what was requisite for the dress of my sex, and dismissed me from the service with a handsome compliment.' Mrs. Davies remained with the army, and became the regimental sutler. She was useful in obtaining information, and on one occasion both herself and pack-horse were made prisoners. After the peace of Utrecht she returned to England, and Queen Anne allowed her a pension of a shilling a day. She died in 1739, and was burried with military honors in the ground belonging to Chelsea Hospital.

The Dominion Government officer who has been looking into the matter says there is no doubt that the St. Clair flats canal for the most part runs through Canadian territory.

NEWS OF THE WEEK.

A Summary of Foreign, Dominion, and Provincial Happenings.

Gathered from every Quarter.

Sir John Rose was worth £400,000.

Up in Carleton County they have "night cap socials."

Hon. James Mitchell has been appointed town solicitor for St. Stephen.

It seems to be pretty generally conceded that Mr. Henry Emmerson will be elected in Albert.

Dominion election in Cardwell, Ont., Oct. 3rd. It is thought R. S. White, Conservative, will be elected by acclamation.

W. H. Allison, formerly M. P. for Hants, N. S., has been appointed inspector of homesteads under the Dominion lands act.

Senator Dell Perley was among the speakers at Hon. Mr. Dewdney's nomination and election at Broadview, N. W. T., last Wednesday.

Rev. George C. P. Palmer, son of the late Sheriff Palmer of Gagetown, has been ordained for the ministry in the Methodist church in Charlottetown.

The Cumberland *Leader* is the name of a new paper issued at Parrsboro', N. S., by James Hannay for several years connected with the St. John *Telegraph*.

In the Montreal East Dominion election A. E. Poirier is the Nationalist candidate. The Conservatives have not made a nominated but have endorsed Lepine, the labor candidate.

J. C. Ashton, manager of the Halifax cotton factory, was dismissed by the new directors a few weeks ago, and he now sues them for $5,000 damnges for breach of contract and $250 unpaid salary.

The London *Star* reports that W. H. Smith will be raised to the peerage with the title of Viscount Henley, and that Mr. Goschen will become Conservative leader in the House of Commons.

The largest island in the world—which is also regarded as a continent—is Australia. It is 2,500 miles in length from east to west, and measures 1,950 miles from north to south. Its area is 2,984,287 square miles.

The late Sir John Rose leaves three sons, all of whom are in financial business. He is succeeded in the baronetcy by Mr. William Rose a partner in the Stock Exchange firm of Govett Sons & Co. Mr. Charles Day Rose long since succeeded his father as partner in Morton, Rose & Co.

The Duke d'Aosta, ex-King of Spain, who married his niece at Turin, Thursday, becomes son-in-law to his sister, nephew to his brother and brother-in-law to his nephew, while the bride, his wife henceforth is sister-in-law to her own mother, stepmother to one set for cousins and aunt to the remainder.

A little girl named Bedell, while on her way to school at Woodstock, Thursday, stepped upon a truck wagon loaded with stone for the Woodstock bridge, and when in the act of getting off the wagon slipped and fell. One of the wheels passed over her body inflicting wounds that proved fatal Sunday.

An inventive German has devised a coffin for the convenience of those who have a dread of being buried alive. It is provided with a valve, by means of which fresh air is admitted in quantity sufficient to support life, and there is an arrangement of wires, by means of which the least movement of the body sets an electric bell ringing.

The re-nomination of Governor Hill by the New York State Democrats is likely to heve a direct and important influence upon the result of the Presidential election. A section of the party opposes Governor Hill, and if not reconciled before November it is impossible to realize how much harm defections from the State ticket may do to the National ticket.

At Ottawa, Thursday, Leonard Shannon of the Department of Railways and Canals, son of Hon. S. L. Shannon of Halifax, was married to Beatrice M. Bacon, second daughter of Lieut.-Col. Bacon, secretary of the D. R. A. Miss Louisa Bacon, sister of the bride, was bridesmaid and Capt. John Menger, a Halifax gentleman well-known in Fredericton, acted as groomsman.

A Mr. Hoolan, who is a candidate for the Queensland legislature, in his address to the electors is reported to have said:—"I stand before the electors with a whole heart, a generous mind, a sound body, a stainless reputation, a fearless nature, and an intellect capable of overturning a kingdom or remodelling the whole world. If you accept me you will have a representative to be proud of." Great man Mr. Hoolan.

A Halifax despatch says that A. B. Sheraton is being warmly congratulated on successfully defeating what was an alleged conspiracy to drive him out of business. A sheriff's sale on the property under foreclosure at the suit of B. H. Collins was to have taken place on Saturday, but was stopped by order of the chief justice on payment of the sum due, $37,019. The amount was promptly paid and Mr. Sheraton will remain in undisturbed possession of the Queen Hotel.

A brutal prize fight for the female championship of America and a $250 purse was fought at Navy Island, Niagara river, Sunday, between Hattie Leslie, 20, wife of John Leslie, weight 168, and Miss Alice Leary, a good looking Irish girl, weight 148. Both women had been in training about two months. Skin gloves were used, Marquis of Queensbury rules governing. Well known male prize fighters acted as seconds. Fifty spectators were present. Leslie won the fight in the seventh round.

At Chicago, Wednesday night a young man went to the lake front and fired three bullets into his body, dying instantly. He was Oers Barothy, a Hungarian, and the scion of an aristocratic family. He came to Chicago two months ago to visit his brother, Victor Barothy, who is reputed to be very wealthy. The young brother fell passionately in love with Victor's estranged wife, who is very beautiful, but at least fifteen years his senior, and because she did not reciprocate his affection he killed himself.

The Postmaster-General has decided upon a step which will be a cause of satisfaction to all lovers of Canadian progress. The people of the Maritime Provinces have for a long time past been asking that mails for the West Indies be sent by direct steamer from Halifax or St. John, instead of via New York, and Hon. Mr. Haggart has decided to meet the wishes of the Maritime Province people, and the new service was inaugurated on Saturday, when the steamer "Alpha" left Halifax with all West Indian mails direct.

Two letters have been received by the Halifax S. P. C. from Caledonia, Queens, which states that a woman was held firmly recently, while thirteen teeth were drawn from her head. When three had been removed she pleaded with them to desist, but they continued, and when the twelfth was being pulled she fainted and fell to the floor one person holding her till the party that was extracting the teeth succeeded in getting out the thirteenth. She suffered great pain in her jaw; morphine was administered; then she asked to lie down when she fell asleep and never awoke. Previous to beginning the operation, it is stated ether was administered, but did not take. The womans body, it is alleged, shows bruises, supposed to have been sustained in the struggle.

The English newspapers in all localities have republished Mrs. Cleveland's social ukase against the bustle, and some fashion periodicals also, all approvingly; but corsets still have advocates. The great British Association has been in session at Bath, once the most famous watering place known to fashion. The association listened to a paper by the professor of pathology at Cambridge and his administrator of pathology, in which a decided opinion was advanced and maintained by illustration and precedents that "the slight pressure involved in wearing stays has a beneficial effect, and reasonable lacing increases mental and physical activity."

The trial of the case of Carney vs. the Carsquet Railway Company—an action for damages on behalf of the family of one of the men killed in the railway disaster of December last, tried in the Gloucester Circuit before Mr. Justice Fraser—resulted in a verdict of $1,000 for the plaintiff. When the case was partly tried it was discovered that some of the jurymen were open to challenge on account of their relations to Mr. Burns, president of the railway, but it was deemed advisable by the plaintiff's counsel to proceed without summoning a new jury. Attorney General Blair and Weldon & McLean for plaintiff; Dr. Barker, G. G. Gilbert, Q. C., and T. Desbrisay for defendents.

One of the reasons why *Scott's Emulsion* has such a large sale is, because it is the best. Dr. W. H. Cameron, Halifax, N. S., says: "I have prescribed *Scott's Emulsion of Cod Liver Oil, with Hypophosphites*, for the past two years, and found it more agreeable to the stomach and have better results from its use than any other preparation of the kind I have ever used." Sold by all Druggists, 50c. and $1·00

NEWS OF THE WEEK.

A Summary of Foreign, Dominion, and Provincial Happenings

Gathered from every Quarter.

Prof. Richard A. Proctor, the celebrated astronomer, is dead.

The last census of St. Petersburg, gives the city a population of 842,883.

There were 38,024 immigrants landed at Montreal between August, 1887, and August, 1888.

C. L. Richards, a St. John lawyer, has left the country, and numerous creditors mourn his departure.

The balance to credit of dispositors in the Dominion Government Savings Bank on the 1st of August, 1888, was $20,512,484.26.

There are now eight mission vessels cruising in the North Sea, each a combination of church, chapel, temperance hall and dispensary.

Robert S. White, editor of the Montreal *Gazette* and son of the late Hon. Thos. White, has secured the Conservative nomination of Cardwell, his father's old constituency.

The opening of the Temiscouata railway will be delayed till about the 1st of October, by the giving way of some temporary cribwork owing to land slide on the bank of Lake Temiscouata, where filling and ballasting were in progress.

A Sure Basis to Popularity—Merit, apparent to a "cloud of witnesses," upon which the poopularity of *Dr. Thomas' Eclectric Oil* is founded. Throat and lung complaints, pain, soreness, stiffness, swellings, burns and ailments of various other kinds, yield to the action of this speedy and safe remedy.

A. Shirley Benn, who was arrested at Montreal at the instance of Hon. Peter Mitchell, is contesting the claim. He denies that he owes the money, which, he says, was advanced by Hon. Peter Mitchell for the purpose of an election fund to assist Colonel Domville, who ran against Hon. Mr. Foster and was defeated. Mr. Benn and his bride are visiting Fredericton.

The construction of the great ship canal from Liverpool to Manchester, England, is being prosecuted with vigor. At the end of last month there were employed on the canal 8,568 men and boys, 161 horses, 98 locomotives, 3,221 wagons, 51 steam navvies, 49 steam cranes, and 104 pumping and other steam engines. It will not be long before Manceester will be a seaport.

The Short Line railway is constructed and rails laid from the Quebec boundary to Greenville, in Maine, at the foot of Moosehead Lake, and the road from Greenville to Mattawamkeag will be completed within three months. On the section yet to be completed are two immense bridges, one at Wilson's being 110 feet high, and the other at Ship Pond 120 feet high, and each with a span and iron trestel approaches being 1,500 feet long.

The conclusions to be arrived at the British naval manœuvres are; that there will be a largely increased vote for naval defences; that the manœuvres were undertaken for the express purpose of getting such vote passed; that it is impossible in these days of steam to blockade an enemy's fleet for a long time in port; that any seaboad city can be destroyed from the sea; that heavily armored monsters are of little use; that very swift cruisers carrying very powerful guns, are the most useful kind of warships.

The commission appointed by parliament to examine into the charges by the *Times* against Mr. Parnell and other Parnellite members of the house of commons opened its first session at 11 o'clock Monday morning in the probate court. Owing to the limited size of the court room, it was impossible to admit more than a select few of the public. Representatives of the press occupied the bulk of the space, 200 reporters, representing provincial, London and American newspapers, having obtained tickets of admission. Judges Hannen, Smith and Day compose the commission.

Gen. Middleton will start for British Columbia on a tour of inspection in a few days. He will be proceded by Admiral Lyons, in command of the British North American Squadron on the Atlantic, to confer with Admiral Henneage, now in command of the Pacific Squadren, with reference to the defences of that naval station. The Deputy Minister of Marine is now making a tour of the Pacific Coast for the purpose of locating several important lighthouses and ascertaining where dredging is required to enable war-ships to enter the harbors.

The possible enforcement of President Cleveland's retaliation bill by the United States government is having the effect of inducing all the local importers in Montreal to boycott Boston and New York ports in the shipment of goods from England. Up till this season nearly all winter shipments for Montreal merchants came via Portland, and a large percentage of summer shipments via Boston and New York. With one or two exceptions, wholesale Montreal dealers have instructed their shippers in England to ship all orders in future via Halifax and Montreal.

Rev. John A. Simpson, who escaped from the Albert county jail while awaiting trial for stealing horses in Albert county on which charge he was arrested in this city a few years ago, was before the superior criminal court at Boston on Thursday last charged with bigamy. Capt. Sypher of Fredericton was present as a witness. He says that Simpson soon after his arrival in Massachusets from New Brunswick was arrested on a charge of bigamy, preferred by Mary Mc Carthy, a widow of East Boston whom he married their three years ago. In the trial Capt. Sypher testified that Simpson married Harriett O. Stillwell of Grand Lake, N. B, 14 years ago and identified the prisoner beyond a doubt as the latter's husband. Rev. Mr. Pope, formerly of Leinster street church, St. John, now of Massachusetts, testified that he performed the marriage at St. John. Evidence was taken with regard to the second marriage, and a verdict was returned convicting Simpson of the charge. Upon being asked if he had anything to say before sentence was passed, he denied the first marriage, stating that his name was not Simpson, and that he had never been in New Brunswick. Simpson was convicted and sentenced to three years' imprisonment in the state prison.

A BRIDE'S SUICIDE.

The Saddest Event in the History of Little Grace Bay.

Little Grace Bay, C. B., was thrown into a state of horror Sunday evening on hearing that the young wife of William McArel had committed suicide. Full particulars place this among the strangest as well as the saddest events in the history of this country. It was only a fortnight yesterday since William McArel, a prosperous young merchant of that place and Miss Mary Morrison of Cow Bay, were married. Both had known each other since childhood and the match was considered in every way suitable. He was strictly sober and industrious, had a nicely furnished new house and everything was done to make the bride happy. She was a general favorite, and had always been a modest, well behaved and agreeable young girl. After the marriage, friends who called were delighted at her expressions of happiness, but those most intimately acquainted noticed that for a week before and ever since the marriage she was not so talkative as usual. To an intimate friend she complained of not feeling very composed in her mind, fearing her soul would be lost, etc. When talking of this she appeared excited, but afterwards all appeared well. Sunday she accompanied her husband to Cow Bay, and attended the Presbyterian Church. After that they visited the parents of her husband and she left in the evening after bidding a cheerful adieu to all, accompanied by her husband and his brother and sister. She was quiet coming home, prepared tea and ate some, after which she went to get ready for church. Her husband and friends came down stairs, and after waiting a few minutes, they heard a peculiar noise up stairs. Rushing up they found her lying in a pool of blood with a fearful gash in her throat and a razor lying beside her. She never spoke, but died almost immediately. It was then found that she had brought a razor from home and thus must have deliberately planned the whole affair. At the coroner's inquest the facts pointed to insanity, while all the evidence went to show that she and her husband were devoted to each other. The jury returned a verdict of suicide while under a fit of temporary insanity.

Is Cholera Coming.

When symptoms of cholera appear, prompt remedies should be resorted to. Miss Mary E. Davis of Luskville, Ont., says—"My brother was bad with cholera morbus and after using a bottle of Dr. Fowler's Extract of Wild Strawberry, it cured him entirely.

An Interesting Record

Of Dr. Fletcher's Trip to South America.

Some of the Characteristics of the Country Described.

Many Ports of call in an Ocean Trip that occupied a Month.

(To the Editor of the Farmer.)

ON BOARD STEAMSHIP *Advance*,

DEAR SIR,—I suppose you don't want to hear the oft told tale of a trip from Fredericton to New York, and from the latter port to Newport News, which merely means by water, a matter of twenty-five hours steaming at a very moderate rate of speed. Newport News, quite near the scene of the naval fight in the war of the [rebellion between the *Monitor* and *Merrmac*, and so called because a man by the name of News brought the first tidings of the battle to Newport, and had his name widely immortatized thereby, is quite a freight and coal station for shipping, has a good hotel and a scattering lot of houses. Nine miles distant is Fortress Munroe and Old Point Comfort with its fine hotel, the Hygin, one of the best hotels at any of the coast watering places, and a great resort for Northerners during the winter season, and Southerners during the summer. We left Newport News one fine summer afternoon after getting on board a lot of coal—pretty dirty work—freight, mails and some passengers, and with a very kindly recollection of a dance given the night before by some of the hospitable inhabitants. We have a mixed crowd of passengers, some thirty-five cabin and a few steerage. The next 24 hours brings misery to some, and probablynot much enjoyment to many, as it takes a little time to get shaken into place. The majority, however, soon adapt themselves to circumstances and settle down to making the best of what is a pretty long voyage for some. For some, however, it is a mere trifle, one gentleman on board having left England last February, been to New York, the Southern and Western States, Pacific Coast, Australia, New Zealand back to San Francisco, Northern States and Upper Canada, South to Cuba back to New York, and is now going to South America. For another, a long legged Missourian who went to Texas thirty years ago, when as he expresses it, you would not give a jack-knife for all the land a man could ride over in a day, a sun baked, scorched up country, where, however, the same land is now selling at from $5.00 to $100 an acre, everything is new, and on our nearing St. Thomas it seemed "very strange, by gum" to him to see that pile of earth and rocks coming right up out of the sea.

St. Thomas once belonging to England, but now a Danish possession, is about sixteen miles long by five wide, and has a population of some 10 or 12 thousand, most of them being darkeys. The town which is situated very prettily on the shore of an almost land locked bay that makes a fine harbor, and is quite a port of call for shipping, is built on three hills quite close together, and looking from a distance with its white houses and red roofs appears like a

ROW OF CHINESE PAGODA.

On shore it looks a pretty old fashioned place, narrow streets, and principally stone buildings. The stores and business houses have arched entrances with huge wooden doors, much resembling the openings into immense vaults. Although Danish, there is a smattering of nearly every language spoken. From St. Thomas to Barbados, the course lies just west and south of the Windward Islands, and we have land in sight almost all the way, one Island after the other becoming visible on the horizon and then fading away. We pass quite close to the French Island of Martinique, with St. Lucia, a British possession, on the other side. They are both beautiful Islands, with high land, bold shores and with the palm trees and sugar cane plantations looking well in the distance. Barbadoes, the most thickly populated of the W. I. Islands, is about thirty miles long and varies in width. Bridgetown, the principal place, has not much in the way of a harbor, the roadstead being pretty open, a sort of partly artifical inlet being used for docks. Almost as soon as a vessel anchors she is surrounded by a swarm of small boats made of a few planks nailed together and filled with young darkies, with not much more clothing than nature gave, to cover them, who are wonderfully expert a diving for coins thrown into the water. It is very seldom they miss one, and when there are a number of passengers they rake in a pretty substantial harvest. On shore the streets are narrow and the buildings principally built of stone. The stores make very little show outside, but have a very good assortment of general merchandize. As our stay was very limited, we did not see very much of the place. Looking from the sea the Island seems fairly level compared with many of the the others, and has immense stretches of sugar cane plantations.

The north star is gradually getting lower on the horizon, and the southern cross appears for a while early in the evening.

Well, steamboat travelling is pretty slow, compared to a limited express, and is especiallp so on a boat constructed with a greater regard to carrying freight, than passengers. Here we are, a Royal Brazillian Mail Steamship poking along at the rate of 250 miles a day, while the *Umbria* makes her 500, about the difference between a local freight and vestibule limited. However, we'll get there all the same. We have been lucky so far in having

EXCEPTIONALLY FINE WEATHER

and comparatively smooth sea, but have been inflicted with an experiment in the shape of a patent smoke consumer and coal economizer, that so far has not proved a grand success, or what the inventor claimed for it. Then we've been butting into the great equatorial current which sweeps up the coast of South America, part of it with the waters of the Amazon and other rivers forming the gulf stream. The Amazon and Para rivers empty together into the ocean, and owing to the muddy character of the water, it can be distinguished a long distance out at sea. The land near the coast is low, and we were some hours standing on and off before getting a pilot to take us up to Para, a city of some 50,000 or 60,000 inhabitants, situated about a hundred miles up the river. Para is only a few miles south of the equator, and is a pretty warm place, not so hot as one would naturally suppose, the thermometer seldom going much over 90°, but then it keeps at that right along. It is quite a place, has street cars drawn by mules that get along at a good rate of speed, and go all over the city and outskirts. The buildings are principally, one or two storey, though a few of them are higher and quite handsome. They are built of hollow brick covered with mortar, and many of them faced with fancy porcelain, tiles of pretty pattern and fancy colors. The roofs are all covered with clay tiles forming a cool, fireproof watertight roofing. Where paint is indulged in, all sorts of colors and designs are employed, some of the smaller houses very much resembling that curious little place of Cliff's on the road to the Nashwaaksis. The former class of buildings are of wood, wicker work and mud etc., with thatched roofs. India rubber gum is the staple article of commerce, and you see it everywhere in the business portion. The fruit is simply exquisite, the pine apple especially, being so lucious that we cant form any conception of its flavor and juciness in the north. Some of the streets are regular avenues of palm and mango trees, the latter giving a splendid shade. Portuguese is the language spoken, as it is all through Brazil, though there are some foreigners there, and some of the natives have a smattering of other tongues. One of passengers who was roaming around by himself had an idea that he would like

TO BUY A MONKEY,

and seeing a couple of gentlemen talking on the street, thought they might be able to direct him where he could obtain one. He spoke to them but they could not understand English, so a variety of signs were indulged in on both sides. My friend pointed to the trees in the square, and went through what he thought would indicate a monkey in them. All at once a light seemed to dawn on one of the gentlemen, and he pointed quite high up in the trees. "No, no," said my friend, "little small," holding his hand some inches from the ground. The gentleman wrote some directions in Portuguese on a slip of paper, gave it to him and also pointed out the way he should go. Well, he walked until he got tired and finally took a car, but the place seeming to be as far away as ever gave it up and came back to the hotel where the directions were translated and read thus: "The bearer seems to want to buy some very young orange and mango trees, please direct him to Senhor ——'s nursery, Avenue ——!"

So far we have managed to strike all the various ports about sun-down, and get away again in the night or early morning. At Para, however, we had to stay something over 24 hours, so had as much of it as we wanted. Manrahan, the next port of call, proves no exception to the rule as it was about 6 P. M., when we anchored off the town, and by the time dinner was over it was getting dusk, which means darkness at once as there is no twilight stage to speak of here. However, we went on shore walked around and took in most of the town with the aid of street cars. There wasn't much to see, a repetition of Para, better in some ways but a good deal worse in others. The place is somewhat on the wane, as the harbor is gradually filling up and vessels are unable to get across the bar except at high water.

PARA, TO THE NORTH

and Pernambuco south are cutting into its trade, and as the sugar industry is not very flourishing, everything is very quiet.

Pernambuco, sometimes called the Venice of South America, built on two or three islands formed by a couple of rivers that run into the sea there, just above the level of the ocean and protected from the sea by a coral reef that forms a natural breakwater, is quite a flourishing place of a hundred or a hundred and twenty thousand inhabitants. It is situated in a slight bay that affords no protection to shipping, but inside this coral reef vessels lie in perfect security. This reef is only a few hundred yards from the shore and runs all along in front of the city with an entrance that will only admit large vessels at high water. It is a perfect natural breakwater, the waves dashing against it and sending the spray dashing up forty or fifty feet high in places, while on the shore side the the water is perfectly calm tho' the spray may be blown over the vessels anchored there. Pernambuco is quite a good sized city and was one of the most flourishing in Brazil until the recent depression in sugar caused by the production of beet root. In general the streets are narrow, the broad ones being the exception rather than the rule. The houses vary from the mud shanty with its thatched roof of the poorer quarter, to the four and five storey buildings of the principal business streets. The residences are comfortable looking — some handsome — and usually surrounded by grounds containing palm and various fruit trees,

LUXURIANT TROPICAL VEGETATION,

gorgeous foliage plants and although this is not the best season, a good display of flowers.

There are some good looking public buildings and the usual full supply of Catholic churches and cathedrals scattered in profusion everywhere. The theatre is a large building, well situated, facing an open public square. A Portuguese company was playing "Othello." Did not go to see it but was through the theatre by daylight and it compares very favorably for comfort and arrangement with the average of similar buildings found north.

There are a couple of steam railways running for comparatively short distances out of the city but the street cars provide the greater means of transport. Small mules are used altogether to drag them, and the animals get along at a full trot most of the time. The carts are small four-wheeled affairs, narrow and only a couple of feet high, drawn by oxen.

Then there are lots of pack mules with their loads and drivers bound for or coming from the interior. The housekeeper knows that the milk is fresh for the cows are driven around to the door and the necessary quantity of the lacteal fluid abstracted on the spot. The enterprising milkman hardly has a fair show in this part of Brazil as that very necessary article with us, is very little used here. Coffee the national drink would be considered hopelessly spoiled by the addition of the cream we would add.

Bahia, otherwise called San Salvador, the oldest Portuguese city in Brazil, is about three hundred and forty miles from Pernambuco and has some hundred and fifty thousand inhabitants. It is beautifully situated on a bay that forms a fine harbor, and as the land is much higher than it is farther north there is a

GREATER VARIETY OF SCENERY.

The Bay looks something like the Annapolis Basin without such a narrow entrance as the Digby gut, and is a fine sheet of water. The city of Bahia resembles Quebec in some ways, there being a lower town on the level of the water and an upper one some two hundred feet or more above, the incline being very steep—looks almost perpendicular—and covered with a scrubby growth of bananas, palm and mango trees and the usual amount of tropical foliage. The lower town is principally devoted to business houses, and a large trade is done in cocoa, sugar, etc. To get to the upper town there are some round about roads and a passenger elevator. You step into the usual cage and up you go a couple of hundred feet. They also have an inclined plane cable road but some time ago the car broke loose and killed a couple of people and at the present time it is not in use. The view from the esplanade in the upper town is superb, overlooking the bay with the shipping in port, the tiled roofs of the houses below stretching towards the light-house on the one hand and getting lost among the mango and palm trees in the distance on the other.

The usual mule cars are again brought into play and we see some of the finest residences both for style, location and general appearance that we have yet come across in Brazil. There is the greatest diversity in the matter of painting the national colors, green and yellow, rather predominating, but all shades and combinations are utilized. Some of the porcelain tiling in delicate shades has

A VERY PRETTY EFFECT.

The Bahia oranges have an almost world wide reputation, being exceptionally large, juicy and seedless.

The passenger list has been changed considerably since we started, and now the Brazillian element predominates. We have several high toned characters on board, representatives, &c., and their various constituencies give them a good send off—an escort of a brass band, &c., and very brassy bands they are—when they leave for the scene of their labors in Rio. Now, I haven't said anything of the whales, sharks, porpoises, tortoises, flying fish, &c., that we have seen, but they have been there all the same. The peculiarities of some of our passengers might have been chronicled at length, but it is too late now to do justice to our Texas Jack, who doesn't care much for ice cream, because it won't stay on one's knife, or the prima donna who is afraid of the salt air on her voice, or the inquisitive character who "wants to know" everything and "sees" more than anybody else, being shown the equator, when we cross the line, by the aid of a thread stretched across a field glass. We arrived at Rio to-day, August 14th, and I will probably stay here a couple of days before going on to Sao Paulo. Will give you something further on that subject later.

Yours, etc.,

C. R. FLETCHER.

The annual meeting of the New Brunswick Railway Company was held in the general office of the company at St. John, last week. Sir Donald Smith, president, occupied the chair, and there were present P. S. Stevenson, E. R. Burpee, F. W. Cram, John McMillan, and Alfred Seely, secretary-treasurer.

The election of directors and officers resulted as follows:

President—P. S. Stephenson.

Vice-president—J. Kennedy Todd.

Directors—Sir Donald Smith, Sir George Stephen, J. Kennedy Todd, John S. Kennedy, D. Willis James, H. O. Northcote, Samuel Thorne, John McMillan, C. W. Weldon, P. S. Stephenson, and E. R. Burpee.

Secretary-treasurer—Alfred Seely.

General-Manager—F. W. Cram.

Land agent—W. T. Whitehead.

General Manager Cram's report showed that dusing the year 2,637 tons of rails had been laid, covering an area of over 31 miles. Of new sleepers, there were 115,761; over 108 miles had been ballasted; over 85 miles of fencing had been stretched; 20 pile and truss bridges renewed and 34 repaired. The station yards at Presque Isle, Caribou and Aroostook junction have been enlarged and regraded. At Presque Isle new modern station house, frieght house, round house and turn-table have been built. There has been a new station house and freight shed erected at Caribou; the station at Aroostook junction enlarged and improved; a new station has been built at Andover; a new coal shed has been built at McAdam, with a capacity of 3,000 tons; extensive repairs have been made on the machine shops at McAdam Junction, and a larger number of lesser improvements made at various points on the road. The following new equipements have been made to the road during the year:—Combination cars, 2; freight and saloon cars, 4; stock cars, (20 tons capacity), 60; flat cars, (20 tons capacity), 100; ballast cars, 40; snow ploughs, 4; section cars, 52; baggage car, 1; steam shovel, 1; turntables, 2. The present equipement of the road consists of:—46 locomotives, 32 passenger cars, 7 postal cars, 17 combination cars, 6 baggage cars, 12 conductors' vans, 384 box cars, 736 flat cars, 10 hay cars, 66 stock cars, 74 ballast, 1 derrick, 1 tool car, 4