

hon. gentleman I do not obstruct it. I have sought information and I want information; I have a right to get information and I will get it I can, notwithstanding that the hon. gentleman, from his high and exalted position, which he has attained by the aid of men who sit around him, and by the aid of myself among them, tries to put me down; and if he thinks he can do that he has waked up the wrong passenger. I do not oppose this vote because a vote has been cast out of my county, but I think we have not got...

Sir Charles Tupper— I have given the hon. gentleman the information. I told him that the Furness line of steamers, which have been carrying on communication for years between St. John and Halifax and Liverpool—

Mr. Mitchell—How many are there? Sir Charles Tupper—Enough to perform the service very efficiently.

Mr. Mitchell—Well, we ought to know about it, and we have no right to be bullied and overpowered and browbeaten because the hon. gentleman happens to occupy a distinguished and exalted position in this country.

Mr. Lewis—I have asked what kind of goods these steamers take from St. John. I want the information, and I would ask the hon. member for St. John; perhaps he can give it.

An hon. Member. Deals. Mr. Kenny—I do not want the committee to adjourn under any such impression. These vessels carry a large amount of grain from Halifax. I cannot give the figures, because I do not deal in figures unless I have them correctly. But I do not expect that they would be any healthy or objection to such a vote as this, and, therefore, I did not obtain the information, but I know that they carry grain, and that the trade is developing rapidly.

Mr. Weldon (St. John). I believe that two of the steamers from Halifax and St. John. In one respect they are a great convenience in bringing London goods to Halifax and St. John. In going back they carry the ordinary cargoes, taking the best trade they can get.

Mr. Mitchell—It looks very much as if this Administration should take the hon. member for St. John (Mr. Weldon) into the Cabinet, because he is the only man who can give us any information on these votes.

Subsidiary to steamer between Campbellton and St. John. \$12,500. Mr. Mitchell—Can the hon. gentleman give us any information about that steamer?

Sir Charles Tupper—The information is contained in the item.

Mr. Mitchell—There is mighty little contained in the item except that the money is voted.

Sir Charles Tupper—It is voted year after year.

For team communication from Port Maitland, at the terminus of the Eastern Extension Railway to East Bay, Cape Breton. \$10,000. Mr. Mitchell—I would like to know where East Bay is.

Sir Charles Tupper—You had better read the item.

Mr. Mitchell—I think the least you can do is to answer me civilly and give me the information.

Sir Charles Tupper—I beg to inform the hon. member for Northumberland that Cape Breton is an island lying near Nova Scotia and separated from it by the Strait of Canso.

Mr. Mitchell—We know that on a celebrated historical occasion there was a great deal of goose-eating, and hon. gentlemen's clapping of hands may lead to the same thing. But the hon. gentleman, in informing me that Cape Breton is an island is giving me Elder's news. What I want to know is where East Bay was?

Sir Charles Tupper—After passing through the canal you come to Sydney, and then you come to East Bay.

Mr. Mitchell—If the hon. gentleman had given me that information, he would have got on faster.

OTTAWA, June 17.—In the house of commons to-day, Hon. Mr. Jones moved that the speakers warrant be issued for a new election in Dudley county, to fill the vacancy caused by the death of the late John Campbell. The motion was carried.

Hon. Mr. Thompson introduced a bill similar to Mr. Aymon's, to protect persons employed in loading and unloading vessels.

Sir Richard Cartwright pointed out that these were delegations in the city to oppose the bill, and the second reading was postponed till to-morrow.

Sir Charles Tupper, as a question of privilege, said that one day ago, during a discussion on the interference of civil servants in politics, he had quoted a letter purporting to have been written by Mr. William Ross, ex-minister of militia, and now collector of customs at Halifax. He had since received a letter from Mr. Ross stating that the letter in question was a forgery. He felt bound to accept Mr. Ross's denial, and to state the facts to the house.

On motion to go into supply, Mr. Landerkin brought up the question of the claim of M. F. O'Donoghue, brother of Prof. O'Donoghue, who was concerned in the first Manitoba rebellion, for compensation for lands said to have been owned by his brother which were sold by the government to the Hudson Bay company. He read letters between Sir John Macdonald and O'Donoghue, showing that the Tory leader had agreed to accept parliament for a large sum of money to compensate O'Donoghue for the latter's waste of land in the latter's party at the last Dominion election. O'Donoghue had performed his part of the bargain and had addressed meetings for the Tory candidates in Peterboro, Victoria, Algoma and the Northwest territories, but the premier had not undertaken to fulfill his promise to compensate him.

Sir John refused to make any reply to the charges although challenged to do so by the opposition.

In supply the fisheries service estimates came up. Mr. Davies quoted official reports and statements made by Capt. Scott showing that nearly all the vessels loaded by the fisheries cruisers were in harbor. It would have been better had the vessels tried to make American fishermen outside the three-mile limit. He quoted statements of leading Conservatives and Conservative papers showing that American schooners were not kept outside the limit. The captains of fisheries cruisers seemed more anxious to see that the customs regulations were observed than they were to prevent poaching.

Mr. Flynn believed that a great deal of annoyance had been given to American fishermen by unnecessary enforcement of the customs regulations. He cited a case where a vessel had been seized at Arichat because some of the crew who were natives of the place had landed to visit their friends. The charge that the seizure was improper was proved by the fact that the time imposed upon the vessel was afterwards remitted by the government. It was execution of petty customs regulations that caused all the trouble.

Hon. Mr. Jones quoted despatches from the Maritime provinces showing that American fishing vessels were now swarming around the coast and that cruisers were doing nothing.

Mr. Ellis did not approve of the extreme measures taken by the government with regard to the exclusion of American fishermen from Canadian waters. He thought it was contrary to international convention to refuse these vessels the privilege of purchasing bait. He showed that the imperial authorities had warned the Canadian government to be careful as to how they interfered with American fishermen.

Sir Richard Cartwright thought the government should state exactly how the negotiations with respect to this fishery business stood.

Sir John Macdonald said the government adhered to the position they had at first taken, and stood by the rights of Canada under the treaty of 1818, and they considered that even if there was no treaty Canada would still have full control over waters within the three-mile limit. There could be no compromise on this point. He also agreed with Lord Bathurst's decision that the three-mile limit must be reckoned from headland to headland. With regard to bait the government had taken the view that fishing vessels could not be turned into trading vessels and that therefore American vessels could not legally purchase bait. He was glad to say that the position taken by the Canadian government was fully sustained by Her Majesty's government and no steps would be taken without the assent of the dominion.

In answer to Mr. Jones, Sir John said he was not able to say whether the answer to Lord Salisbury's despatch had been received.

Mr. Mitchell urged the importance of maintaining friendly relations with the United States and hoped that the irritating and useless seizures which had occurred last season would be avoided.

standing the statements of Mr. McCarthy he was still of the opinion that the government were not bound to purchase Ouderdonk's rolling stock under the terms of contract. (Hear, hear.) He thought, however, that there was moral obligation resting on the government to buy them. Hon. Mr. Mills denied that the government was under any moral or legal obligations to buy Ouderdonk's used up engines and cars.

The house then went into committee of supply and passed the marine and fisheries estimates.

OTTAWA, June 18.—The bills creating the office of solicitor-general and granting a subsidy to the St. Mary's bridge company were passed.

The house went into committee of supply and passed the customs service estimates.

Hon. Mr. Pope gave notice of a resolution proposing to grant large railway bounties. The total amount of subsidies to be voted this session will reach \$2,157,000, divided between the various provinces as follows:—

Ontario.....\$ 473,000
Quebec.....1,252,200
Nova Scotia.....216,800
New Brunswick.....27,000

No railway subsidies are given to Manitoba, Prince Edward Island or British Columbia, but some land subsidies have been granted for the roads in the Northwest territories. The subsidies granted for Nova Scotia and New Brunswick are:—

Harvey Brook Railway Co.....\$ 8,000
Carnegie Railway, for Branch to Shippen, 25,000
Road from Prince William to Woodstock, 70,000
Miramichi Branch Railway, from River Albert to Minto, 17,000
Cameron Railway & Coal Co, for Road from Spring Hill to a point near Oxford, 44,800
Terrebonne Railway, 61,000
For a railway from Kenilville to Kingsport, N. S., 41,000
Nova Scotia Central Railway, 108,800
Tobique Valley Railway to a point near Island, from Perth County, 80,000

All these railways are to be completed within four years, otherwise the subsidy will lapse.

Sir John Macdonald announced, before the house adjourned this evening, that parliament would sit on Tuesday, Jubilee day, in order to get through business during the coming week.

Miramichi and the North Shore, etc.

CONCERT.—See advt.

OUR FIREMEN had a very successful test of the Steam Fire engine on Tuesday morning.

SCHOOL EXAMINATIONS in No 1 Dist. Chatham are to take place to-day and to-morrow. See advt.

SPECIAL Jubilee services were held in St. Mary's and St. Paul's churches on Sunday last by the Rev. Dr. Forsyth.

A LARGE LAMB—Mr. E. Holohan, butcher, killed last week a spring lamb, which when dressed weighed fifty pounds. So large a lamb at this time of year has rarely been seen in this section. It was raised by Mr. Jas. Falconer, of Newcastle.—Advt.

TO HOMES-DEBARRERS.—The Government, desiring to equalize matters, as far as can be reasonably expected, between persons who desire to breed mares to Harry Wilkes, and yet live at a distance from places where he stands, such persons will find it to their advantage to correspond with the Secretary of the Board of Agriculture at Fredericton.

THE DOMINION EXHIBITION.—We have received a copy of the Prize List, just issued, for the Dominion Exhibition, which is this year to be held at Toronto in conjunction with the Annual Industrial Fair, from the 5th to the 17th September next. Any of our readers who may desire a copy can obtain one by dropping a post card to Mr. H. J. Hill, the Secretary, Toronto.

THE "WITNESS" Jubilee Edition, will be printed on good paper, is to contain, page 10 cents, and with the great Jubilee Picture, 50 cents, and a cheap edition, printed on ordinary paper, for five cents. The number contains 12 large pages, with over 100 portraits and other illustrations. There is a history of Her Majesty's reign; sketches of Canadian statesmen; a full illustrated history of the Royal Arms, and other interesting articles; forming a history of our times in Great Britain and Canada. For sale by all newsdealers.

DOUBLE MARRIAGE.—The usually quiet little village of St. Roumald was in a flutter yesterday morning over the double marriage of C. LeBlond, Esq., M. P. P. for County of Restigouche, New Brunswick, to Miss Charlotte McNaughton of St. Roumald; and William McNaughton of St. Roch, of Quebec. At an early hour crowds of people were seen wending their way to the village church. At half past nine o'clock the important ceremony was performed by the Rev. Mr. O'Leary, assisted by the Rev. Mr. Godbout. The church was decked out in all its grandeur for the occasion. To the village population present were added hosts of friends from the city and St. Columbe, attracted by the joyful occurrence. The guests were supported by Dr. Verge of St. Roch, and James King, Esq., of South Quebec. The organ was presided over by Mrs. Gravel, the wife of Mr. Gravel, manufacturer, of the locality, and sales were sung during the service by Miss Carrie Ritchie, of Echemin, and Madame Brunet, of Quebec.—Quebec Chronicle, Wednesday, 15th.

FIRE.—The fire at the Hickson and Richards mill yard, Newcastle, referred to in our last issue, was confined to the pile of boards in which it began. The loss was between 30,000 and 40,000 feet and was covered by insurance.

On Wednesday night between ten and eleven o'clock, fire broke out in Mr. Alexander Morrison's saw mill, Chatham. The structure was destroyed in a very short time, the fire, meantime, attacking the deals and other lumber piled in the vicinity. Mr. Morrison's employees, who were on the spot, assisted by other residents of the neighborhood, and friends from Chatham and Douglastown, did good work in holding the fire in check, until the arrival of the tug *St. Andrew*, which, a stream, thrown by a hose attached to the jet-pump, finally subdued the flames, which, at one time, threatened to destroy all the lumber on the wharf. The loss of deals and other lumber amounted to about \$1,200 which, fortunately, was covered by insurance that had been effected on Wednesday morning. The mill had only \$2,000 insurance on it, so that Mr. Morrison's loss was quite a heavy one.

NEW STEAMER.—The new steamer, "Grip," built by Mr. Joseph Radlock of Chatham for the New Brunswick Trading Company is one of the best, and, it is probably, the fastest boat of her size, in the province. Not only so, but she was built in shorter time than any steamer ever was

before on the Miramichi, the trial trip being made, with everything in perfect working order—37 days after the contract for her construction was entered into. The new *Grip* is 43 ft 9 in long, 7 feet 6 in wide, and 3 ft 6 in deep. Her keel is of birch with stem, stern, timbers, etc. of hainaut, planking of clear white pine, and trimmings of ash. Her boiler and engine are those of the old *Grip*, the boiler being only two years old and as good as new, while the engine has been put in all condition by Mr. Radlock at his machine shop. The hull was built at Mr. Richard Blake's well known shop on Duke street and that, of itself, is a guarantee of its stability and good workmanship. Mr. Radlock, who has built a good many steamers of different sizes, is an undoubted expert in the business, and the advantage of placing contracts of this kind in such competent and reliable hands is demonstrated by the promptness with which he has built this last addition to the Miramichi steam fleet and the fact that from the time steam was first put on everything worked without the slightest hitch—excepting a continuous run of about seventy miles.

Jubilee day at Point Beaumais.

The Jubilee is here observed with great eclat. Captain Tom, this morning was up with the lark, and had the "Old Northern land" joyfully decorated with bunting in honor of the day. The other Captains specially adopted his patriotic course and there was a gay flag left the Point this morning, and the bunting race was booming for a while. The loyal lightkeeper at the Point has had the signal pole kept decorated since early morning and Mr. Frank Loggie also has colors fluttering in the breeze. Captain Robert of the "Peter Mitchell" to show his extra loyalty sent Davaloft and nailed his colors to the mast. I rather think that the lobster pickers and their crews are a very loyal lot of people.

"God save the Queen."

The Pope to the Queen.

The Pope's gift to Queen Victoria on the occasion of her jubilee consists of a mosaic reproduction of Raphael's fresco representing an allegorical figure of poetry. The work was executed in the Vatican. Mr. Scilla will convey the gift to England, accompanied by Fathers Zalesca and Meri, young priests of the ecclesiastical academy, whom the Pope will, in honor of the occasion, create bishops.

The Wesleyan Team.

Canada's Wesleyan team sail for England to-day. On arrival there they proceed direct to Cambridge where they practice for a week and then go into camp at Wimbledon on the 4th of October. Mr. W. H. W. will command the team, and if Parliament does not rise in time to enable him to sail next week he will follow in the next steamer. The team is made up as follows:—

Private A. S. Kimmily, 49th, Ontario, Q. Master Sergt. Osg. 1st Brigade Artillery, Ont.

W. H. W. 3rd Batt, Ontario, Ont. Sergt D. M. Loggie, 73rd Batt, New Brunswick.

Corp W. Langstroth, 8 Cavalry, New Brunswick.

W. C. Cochet, 2nd Batt, P. Island. Private Morris, 13th Batt, Ont.

Private Rollie, 6th Fusiliers, Quebec. Lt. H. W. E. Smith, P. E. Island, and Color Sergt Mitchell, 99th Batt, Manitoba.

Sergt Graham, 13th Batt, Ontario. Sergt King, 45th, Ontario.

Sergt Tomlinson, 3rd Victoria Rifles, Quebec.

Lieut Gamble, 40th Batt, Ontario. Private Kambury, 15th Batt, Quebec. Corp W. Taylor, 63rd, Nova Scotia.

Private Gillies, 99th, Manitoba. Lieut E. E. Smith, St. John Rifles, New Brunswick.

Kimmieley, Osg, the Mitchells, Loggie, Morris, Rollie, Smith and King are former members of the Wesleyan team and of high standing.

Enjoy Life.

What a truly beautiful world we live in. Nature gives us grandeur of mountains, glens and oceans and thousands of means of enjoyment. We can desire no better when in perfect health; but how often do the majority of people feel like giving it up, discouraged, and worn out with disease, when there is no occasion for his feeling, as every sufferer can easily obtain satisfactory proof, that *Green's August Flower*, will make them free from disease, as when born. Dyspepsia and Liver Complaint are the direct causes of seventy-five per cent of such maladies as Biliousness, Indigestion, Sick Headache, Costiveness, Nervous Prostration, Blisters of the Head, Palpitation of the Heart, and other distressing symptoms. Three doses of *August Flower* will prove its wonderful effect. Sample bottles, 10 cents. Try it.

The Effect of the Increased Iron Duties.

(Toronto Globe.)

In 1878 pig iron, iron bars puddled, blooms and billets, rounded or not flattened; iron rods, puddle and flat, were duty free. Coal, also, was duty free. Manufacturers for whom these were raw materials had therefore a net protection of 17 1/2 per cent on the full price in Great Britain or the United States of such articles as they produced.

Now, iron in pigs is taxed \$4 per ton. As the quotation for Scotch pig, in the London Economy of May 14th is 47s. 11d, this duty is over 4 per cent. Besides this, the country pays a bounty of \$1 20 on every ton made in Canada.

Iron in slabs, blooms and puddled bars, free in Mr Mackenzie's time, must now pay \$9 per ton, probably 50 per cent at least (we have no late quotations).

Rod iron paid 5 per cent in 1878. Round iron now pays \$13 per ton, equal to 45 per cent on the value, the last quotation being \$5 15s to 25 5s for iron of that class.

Bars finished paid 5 per cent in 1878. Under the latest modification of the proposed charges they now pay \$13 per ton, or from 45 to 60 per cent, the latest quotation for Welsh bars being \$4 5s to \$4 10s, and for British \$4 15s to \$5 5s.

Sheet iron, which in 1878 paid 5 per cent, now pays 12 1/2; hoop iron, which paid 5 per cent in 1878, now pays \$13 per ton, or about 35 per cent. Boiler plate, or other plate iron, formerly 5 per cent, must now pay \$10 a ton.

All kinds of steel were duty free in 1878. Now steel ingots, blooms, slabs, sheets, billets and bars must pay 30 per cent, but not less than \$10 per ton; and all other steel not of greater value than four cents per pound must pay 30 per cent. Steel of higher value pays only twelve and a half per cent. But all that is cold-rolled or cold-hammered or polished must pay one-sixteenth of a cent per pound additional. According to The Economist quotation, \$10 a ton is equal to 60 per cent on many kinds of steel.

When Sir Charles introduced his tariff amendments he proposed to protect Canadian manufacturers, the cost of which was increased, by imposing a duty of \$30 per ton, not to be less than 35 per cent at valuation on all forgings of iron and steel; of \$10 pe

places in Chatham were closed and people sought such recreation and amusement as best suited their tastes and circumstances. A large number went to St John to participate in the festivities there, and some to Fredericton. The holiday was not observed in Newcastle, so far as the business establishments were concerned, although good many of the people seemed to be in half holiday humor. One having no celebration, such as any sort of loyalty to the Queen, the throne and British institutions, but to the old fact that this is the dullest business season ever known on the Miramichi and most of our people are concerned as to how they shall make both ends meet. They failed to get up a celebration, not because they lacked loyalty but because.

A Unique Work on Canadian Topics.

Mr. Erastus Wiman, President of the Canadian Club, writes to the editor of this paper as follows:—

"It is the intention of certain members of the Canadian Club, in New York, to issue in the form of a beautiful book, the papers which have been read before the Club during the past winter by prominent parties, together with those which are to be delivered during the remainder of the season.

"These papers will include a speech on 'Commercial Union,' by the Hon. Benjamin Butterworth, member of Congress, who is said to be one of the most eloquent men of that body. A remarkable production by Prof. Gordon Smith on 'The Schism in the Anglo-Saxon Race.' A paper by Dr. Grant of the Queen's University on 'Canada First.' One by J. W. Bengough, Editor of *Quebec Grip*. By Mr. Le Moine, of Quebec, on 'The Heroines of New France.' By J. A. Fraser, 'An Artist's Experience in the Canadian Rockies.' By Edmund Collins, on 'The Future of Canada.' By Professor G. D. Roberts, of Kings College, By Geo. Stewart, Jr., of Quebec. By the Rev. Dr. Eadleston, on 'The Canadian North West.' By John McDougall, on 'The Minerals of Canada.' And by the Editor, G. M. Fairchild, Jr., on 'The History of the Canadian Club.' The work will also include extracts from the speeches and letters of the President.

"The book is to be issued in beautiful style, at \$1 per copy.

"A great many Canadians will doubtless desire to possess themselves of this rare compilation, and, by purchasing copies, indicate the interest which is manifested throughout Canada in the attempt of the Canadian Club to lay before Americans the resources, advantages, and attractions of their native country.

"Parties desiring of obtaining copies can do so by enclosing the price of the book to James Ross, Canadian Club, 12 East 29th Street, New York.

Class us all around.

Some little time ago a young lady, who has been teaching a class of half-grown girls in the Sunday-school of Dr. B's church, Brooklyn, was called away from the city, rendering it necessary to fill her place.

The superintendent, after looking over his available material for teachers, decided to request one of the young gentlemen of the congregation to take the class.

It so happened that the young man upon whom fell the superintendent's choice, was exceedingly bashful—so much so, in fact, that he insisted upon the superintendent going and presenting him to the class. Accordingly the two gentlemen appeared on the little platform, and the superintendent began: "Young ladies, I wish to introduce to you Mr. C, who will in future be your teacher. I would like to have you tell him what your former teacher did, so that he can go right on in the same way."

Immediately a demure miss of fourteen years arose, and said: "The first thing our teacher always did was to kiss all around."

Sir John's Fears.

HE WANTS HIS SUPPORTERS TO REMAIN IN OTTAWA AS THE OPPOSITION MAY OVERTHROW THE GOVERNMENT.

An Ottawa special of June 17th to the *Telegraph*, says:—

"A contention has been created here by the contents of a circular, issued by Sir John Macdonald to his followers, urging them to remain in the House or the opposition will have a majority. This explains all the Tory claims about the large majority of the government. The circular reads as follows:—

"[Strictly private.] "JUNE 10, 1887.

"It is of the utmost importance that every supporter of the government should be in attendance at the House during the session of the House and under no consideration should he be absent, except when called. It is urgently requested that for the future this should be strictly observed. In the interest of the party, I must request the friends of the ministry to remain in their places for the rest of the session, and not to accept invitations of such engagements, which may take them from the House while sitting. Yours faithfully,

JOHN A. MACDONALD.

The signature is in Sir John's hand writing and the body of the circular is printed.

LITTLE'S LIVING AGE.—The numbers of *The Living Age* for June 11 and June 18 contain The Present Position of European Politics, and Nature and Books; Fortnightly; German Life in London, Nineteenth Century; Some Notes on Colonial Zoology, Contemporary; Peacock, Temple Bar; At Bogis, Gentleman's; Banaboo, and Barna's Ruby Mine, Murray's; Duke Carl of Rosenfeld, Macmillan's; Recollections of Kaiser Wilhelm, Blackwood's; Our Last Royal Jubilee, Cornhill; The Gwalior; Pall Mall; The Egyptian Old Walls, St. James; May Day as it is and as it was; Standard; A History of Education in India, Morning Post; A Day's Boat Hunting in Bengal, Field; With Installments of "The Pilgrims," "Hat a Romance of the Bush," "Brother Peter" and "Richard Cable" and poetry.

For fifty-two numbers of sixty-four large pages each (or more than 3,300 pages a year) the subscription price (\$8) is low; while for \$10.50 the publishers offer to send any one of the American \$4.00 *Age* for a year, both postpaid. Littell & Co., Boston, are the publishers.

The Queen's Jubilee.

The fiftieth anniversary of the reign of Queen Victoria has been celebrated during the present week all over the British Empire, as well as in many other countries. The observances began on Sunday in some places and are still going on. For the most part, however, they ended on Tuesday. St. John led this province in festivities and variety of display, while Fredericton and other places did full justice to the auspicious event. There was no attempt at a celebration on the Miramichi, beyond the general observance of Tuesday as a public holiday. Nearly all the business

houses in Chatham were closed and people sought such recreation and amusement as best suited their tastes and circumstances. A large number went to St John to participate in the festivities there, and some to Fredericton. The holiday was not observed in Newcastle, so far as the business establishments were concerned, although good many of the people seemed to be in half holiday humor. One having no celebration, such as any sort of loyalty to the Queen, the throne and British institutions, but to the old fact that this is the dullest business season ever known on the Miramichi and most of our people are concerned as to how they shall make both ends meet. They failed to get up a celebration, not because they lacked loyalty but because.

A Philadelphia Saloon-Expire has a Draft.

A saloon-keeper named Terence J. Lynch, at the S. E. Cor. of 11th and Locust S. S., some weeks ago was asked to take a ticket in the May drawing of The Louisiana Lottery and was knocked about by the information that ticket No. 15,706, of which he held one-tenth had been paid within the past three months in Philadelphia.—Philadelphia Telegraph, May 23.

She Awoke a Queen.

HOW THE YOUNG PRINCESS VICTORIA RECEIVED THE GREAT ANNOUNCEMENT. At daylight on the 23th of June, 1837, the Archbishop of Canterbury, Dr. Howley, and the Lord Chamberlain, the Marquis of Conyngham, drove to Kensington Palace, to inform the Princess Victoria that by the death of her uncle she had become Queen of Great Britain and Ireland. The story of the reception is thus told by Miss Wyan, an attendant at the Queen:—

"They knocked, they rang, they thumped for a considerable time before they could raise the pater at the gate; they were again kept waiting in the courtyard; then turned into one of the lower rooms, where they seemed to be forgotten by everybody. They rang the bell and heard the sound of the Princess Victoria might be sent to inform Her Royal Highness that they requested an audience of business importance. After another delay and another ringing to enquire the cause, the attendant was summoned, who stated that the Princess was in such a sweet sleep that they could not wake her. Then they said, 'We are come on business of State to the Queen, and even her sleep must give way to that.' It did and to prove that she was awake and another ringing to enquire the cause, the attendant was summoned, who stated that the Princess was in such a sweet sleep that they could not wake her. Then they said, 'We are come on business of State to the Queen, and even her sleep must give way to that.' 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