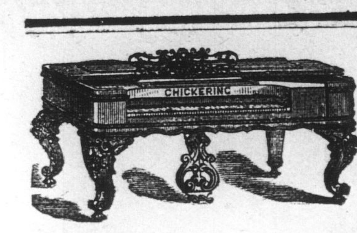

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Pianofortes.

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We also keep a very large stock of Piano Fortes by various American makers, at prices from $250 upwards. None but well known and reliable Instruments will be sold by us, and purchasers can rely upon being served faithfully and to their entire satisfaction. Every instrument warranted for ten years.

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We respectfully invite all lovers of Music, and particularly all those who can appreciate true merit in a Musical Instrument, to visit our Warerooms and examine the magnificent Pianos and Organs which we control in this Province. It is with legitimate pride that we can say

We have the Very Best Instruments that can be produced.

Landry & Co.,
52 King Street, St. John, N. B.

Equity Sale.

THERE will be sold at Public Auction, on Saturday, the Fourteenth day of April next, at 12 o'clock, noon, at Chubb's Corner (so called) in the City of Saint John, in the City and County of Saint John, pursuant to the directions of a Decretal Order of the Supreme Court in Equity, made on the ninth day of December, A. D. 1882, in a cause therein pending, wherein Rebeckah Reid, Rebecca S. Hutchinson, and Luke Stewart, Trustees of the estate of the late Peter Reid, are Plaintiffs, and Gorham D. Steeves and Susan A. Steeves, his wife, George F. Baird, Trustee of the estate and effects of the said Gorham D. Steeves, Miles B. Dixon, Assignee under the Insolvent Act of 1875, and Amending Acts, of the estate and effects of Alexander L. Kerr and Robert T. A. Scott, doing busines under the name, style and firm of Kerr and Scott, Insolvents, and George Nicholson, Trustee under liquidation by arrangement or composition with creditors under the Bankruptcy Act of 1869, in the County Court of Lancashire, holden at Liverpool, instituted by Gilbert Martin Steeves, Gorham D. Steeves, and James Thomas Steeves, are defendants, with the approbation of the undersigned Barrister, the mortgaged premises described in Plaintiffs' Bill and in said Decretal Order as

"All of that Lot or Parcel of Land situate and "being in the City of Saint John, fronting on the "west side of Prince William street, being number "one in the subdivision made for the Chubb estate "of City lots number thirty and thirty one, the said "lot number one being the most northerly, being "thirty-three feet ten inches on the said street, and "running back westwardly, preserving the same width, forty feet."

Also:—"All of that certain Lot of Land and premises, situate and being in the said City of Saint "John, on the west side of Prince William street, "being numbered two in the subdivision last mentioned, having a front of thirty three feet nine "inches on the said street, and running back westwardly, preserving the same width, fifty feet more "or less."

Also:—"All of that Lot or Parcel of Land, situate "and being in the City of Saint John, being lot number three in a subdivision of lots made for the "Chubb estate of City lots number thirty and thirty "one, the said number three having a front of thirty "three feet nine inches on the west side of Prince "William street, and running back westwardly, preserving the same width, fifty feet."

Also:—"All of that Lot of Land situate and being "in the City of Saint John, being lot number four "in the subdivision last mentioned, fronting thirty "three feet nine inches on the East side of "Saint John or Water street, being the most southerly lot, and running back eastwardly, preserving "the same width, forty three feet, more or less."

Also:—"All of that certain Lot of Land and premises situate and being in the City of Saint John, "on the east side of Saint John or Water street, "being numbered five in the subdivision last mentioned, having a front of thirty three feet nine "inches on the said street, and running back, preserving the same width, forty three feet, more or less."

Also:—"All of that certain Lot of Land and premises, situate and being in the City of Saint John, "fronting on the east side of Saint John or Water "street, being numbered six in the subdivision last "mentioned, being adjoining number five northerly, "having a frontage of thirty three feet ten inches on "Saint John street, and running back preserving "the same breadth, forty three feet, more or less," together with all houses, outhouses, barns, buildings, edifices and improvements, profits, privileges and appurtenances to the same belonging or in any manner appertaining.

For terms of sale and other particulars enquire of Plaintiffs' Solicitor.

Dated January fifth, A. D. 1883.

C. H. MASTERS, Barrister.

SILAS ALWARD, Plaintiffs' Solicitor. jan13 ts

C. M'GOURTY,
CITY CONTRACTOR,
203 Waterloo Street,
(Next St. Mary's Church,)
ST. JOHN, - - - N. B.
Building Stone for Sale.

Estimates furnished for Stone Walls and Excavations of all kinds.
Orders left at Mr. THOMAS CAMPBELL'S Plumbing establishment, Germain Street, will be promptly attended to. mar3 t f

TO LET.

A SHOP IN THE BRICK BUILDING CORNER Union and Sydney streets. ALSO:—Two Shops and Tenements in houses on Brussels street. Apply to

P. GLEESON.

Feb. 24, 1883.

JOHN L. CARLETON,
ATTORNEY-at-LAW
Solicitor in Equity, &c.
OFFICE:
1 Palmer's Chambers, Princess St.,
SAINT JOHN, N. B.

M. McDONOUGH,
MERCHANT TAILOR,
2 North Market Street.

$72 A week made at home by the industrious. Best business now before the public. Capital not needed. We will start you. Men, women, boys and girls wanted everywhere to work for us. Now is the time. You can work in spare time, or give your whole time to the business. No other business will pay you nearly as well. No one can fail to make enormous pay, by engaging at once. Costly outfit and terms free. Money made fast, easily and honorably. Address TRUE & Co., Augusta, Maine.

COFFIN AND CASKET
WAREROOMS.
Coffins and Caskets in all Styles and Prices.
ROSEWOOD CASKETS,
Very Nicely Trimmed,
$35 and $40 Each.
Everything in the line required for turning out first-class style of work.
Superior Glass Hearses,
Either Single or Double, $4 and $6 Each.
ROBERT WILEY,
UNDERTAKER,
No. 118 Waterloo Street, Opposite the Cathedral.

$66 a week in your own town. Terms and $5 outfit free. Address H. HALLETT & Co., Portland, Maine.

The Weekly Freeman.

Saturday, March 24, 1883

The Week.

The anarchists did not make the threatened demonstration in Paris on Sunday last, perhaps because they found that the army has no sympathy with them or their doctrines. In various quarters they showed that their spirit is as fiendish as ever. Even Rochefort condemned their conduct on the previous Sunday. A number of them called on him to remonstrate with him and threaten him, but, to the surprise of every one, he remained firm in the cause of order and regular Government. It may be that the tide has begun to turn. The anarchists have forced even the Ferry Government and a large majority of the Legislature to regard them and to treat them as public enemies.

The Queen slipped on a stairs in Windsor Castle and hurt her knee. There was some excitement in England caused by rumors that the injury threatened to lead to serious consequences, but it is stated that there are no grounds for alarm or uneasiness.

It is stated that Mr. Gladstone is not so well as when he returned from Cannes, and that his early retirement from the Premiership becomes more probable.

London was greatly alarmed and excited by the attempt to blow up one of the large public buildings a few hundred yards only from the Parliament buildings, and almost directly opposite a police station. The Parliament buildings themselves were violently shaken, and all the houses within a considerable distance had their windows shattered. It is now generally believed that the explosion was caused by dynamite, placed inside a balustrade near the main entrance, and the evidence there given of the possibility of enormous mischief being done by a few desperate men, despite all that can be done by police and military in the way of protection, or prevention, is calculated to cause much uneasiness and anxiety. It is humiliating to find that in the great city of London it is necessary to place numerous guards on all the public buildings and the residences of Ministers, and that all that can be done may not prove sufficient for their protection. The English papers all assume that the explosion was caused by O'Dodovan Rossa's emissaries, but Rossa's eagerness to take all the credit, or discredit, has created some doubts on that point. However, it is said that the English masses are becoming greatly exasperated against the Irish, all of whom they regard as accountable for the acts of the few who regard such a mode of making war as useful and profitable, and that if a few other such attempts are made the most dreadful consequences may be apprehended—an attempt to exterminate the Irish in England, or at least to drive them all out of the country. One large employer has, it is said, dismissed all his Irish work-people. It is stated that Mr. Parnell is of opinion that the explosion was not the work of any Irish organization, and it should not be forgotten that not long ago the editor and publisher of a German revolutionary paper were treated by an English tribunal with proper severity for encourging regicide, and that within a few days the publisher and others connected with another paper published in London were sentenced to imprisonment for blasphemy. It is not at all probable that the parties who seek to attain their objects by such means will be deterred by being told that the repetition of such attempts will lead to a general attack by the English on the Irish in England. Probably they would like nothing better than the confusion and the paralysis of trade which must follow any such attack. An attempt was made to blow up the *Times* office also, but this is now attributed to some of the men working in the office, who are said to be greatly discontented with the present management.

The story Lady Florence Dixie told of the attack made upon her added much to the excitement, although it was evident even according to her story that the parties had no intention of murdering her, or doing her serious injury, yet the attack as she described it was ruffianly and well calculated to excite intense indignation. It is now thought that no such attack was made; that she suffered from hysteria, brought on perhaps by something that alarmed her. The place was very public and her cries, if she uttered any, must have been heard by some one. A gardener who was working within thirty yards heard no cries or noise of any kind, and saw nothing to attract his attention. The newspapers of course jumped to the conclusion that she was attacked by Irishmen because she published those ridiculous charges against the Land League.

All the efforts made to get up opposition to Mr. Mitchell in Charlotte and Mr. Ryan in Gloucester failed. Mr. McLeod and Mr. Livingstone could find no presentable man in Charlotte willing to oppose Mr. Mitchell. Mr. Landry was unable to find any one in Gloucester who could oppose Mr. Ryan with the slightest chance of success. His efforts to persuade the French people of that County, who have always supported Mr. Ryan, that they should oppose him now and once more put their necks under the yoke of Mr. Robert Young, which has so long galled them, were unavailing. As Mr. Ryan said on the hustings on Wednesday last, in no County in the Province does the change give so much satisfaction. Mr. Ryan was elected by acclamation. The only County in which there is a contest is York, and all who are not blinded by party zeal must see that as the other members of the Government have been elected, to defeat Mr. Blair would be merely to deprive York of representation in the Government. Probably few in the County now believe that those who pretend that York should not be satisfied with any office but that of Commissioner of Public Works are sincere. It is said that the opposition now depend entirely on the use of money. "The party" greatly desire Mr. Blair's defeat, and it is said are willing to pay handsomely for it—indeed have already paid heavily to those who promise to bring it to pass. Accounts from all parts of the County agree that Mr. Blair will nevertheless have a handsome majority.

LONDON, March 21.—The police are in possession of a clue to the explosion in the office of the Local Government Board on Thursday. A woman observed and has fully described the appearance of the man who was apparently placing an infernal machine against the building. Expect the arrest will be made soon.

PARIS, March 16.—Leading anarchists have been arrested here and other arrests are being made in the Provinces.

Our Shipping.

A few years ago public speakers and newspaper writers loved to boast of the wonderful increase of the shipping of Canada. None boasted more loudly or bragged more lustily of that increase than some of those who are now zealous advocates of the N. P. They even went so far as to claim as Canadian, vessels which, although registered in Canada, were owned in Great Britain, and had not visited a Canadian port for many years, and they appeared to think it a matter of great importance that, calling such vessels Canadian, they could assert that Canada was the third or fourth in rank of ship owning countries.

The increase was constant, if not uniform, for many years. Canada owned, or had on its registry, in—

Year.	Vessels.	Tonnage.
1873	6,783	1,073,718
1874	6,930	1,158,363
1875	6,952	1,205,565
1876	7,212	1,260,893
1877	7,362	1,310,468
1878	7,469	1,333,015

So that, during the existence of the Mackenzie administration, say from 1874 to 1878 inclusive, the number of vessels increased by 539, and the tonnage by 174,652 tons, which, at $40 a ton, represented $6,986,080 increase of capital invested in that great industry within that period. Within the same period the tonnage registered in New Brunswick increased from 294,741 tons to 335,962.

In every one of those years there was an actual increase, but when the N. P. went into operation the shipping interest began to show that it was blighted. The number of vessels and tonnage owned in Canada soon began to diminish instead of continuing to increase as was promised:

Year.	Vessels.	Tonnage.
1879	7,471	1,332,094
1880	7,377	1,311,218
1881	7,934	1,310,896
1882	7,312	1,260,777

So that instead of an average addition of over 50,000 tons to our great fleet of merchantmen, such as took place during the five years of the Mackenzie administration, we find an annual decrease of nearly 8000 tons, and as the decrease becomes more rapid the more the effects of the N. P. are developed, we find that in 1882 the decrease was over 50,000 tons. Surely this alarming fact should startle the whole country and cause all who value its greatness as a maritime nation to enquire if nothing can be done to check this decline and to restore the former state of prosperity.

In Nova Scotia, as in New Brunswick, there was a steady increase in the tonnage from 1873, when that Province owned 2,803 vessels of 449,701 tons, to 1878, when she owned 3,003 vessels of 553,368 tons, and a decline every year but one since—until, in 1882, she has 3,026 vessels, but the tonnage is only 546,778.

Prince Edward Island owned 322 vessels of 54,250 tons in 1878. Instead of increasing, as in previous years, her fleet has shrunk to 248 vessels of 41,684 tons.

Shipbuilding in all the Maritime Provinces has fallen off deplorably. Before Confederation there was more shipbuilding in these Provinces than there has been since. In New Brunswick we built one year nearly 90,000 tons. The whole quantity built in Canada last year was but 61,142 tons, a quantity smaller than was built in Nova Scotia or New Brunswick alone in some years. Shipbuilding declined in all the Provinces from 1874. The number of vessels, and the tonnage each year since were—

Year.	Vessels.	Tonnage.
1874	496	190,756
1875	480	157,012
1876	420	130,901
1877	432	120,928
1878	340	101,506
1879	265	74,227
1880	271	65,441
1881	336	74,060
1882	289	61,142

During those years we built comparatively little for the British market, and from 1878 we built less for ourselves than in previous years. In New Brunswick we built in 1874 99 vessels of 42,027 tons. In 1882 we built only 66 vessels of 16,820 tons. Quebec which, in 1878, was led to believe that the Tories, if restored to power, would open the French market to their ships and restore prosperity to their city, built in 1874 73 vessels of 20,796 tons; in 1877 she built 62 vessels of 19,253 tons; in 1882 only 26 vessels of 6,785 tons. No city has suffered more than Quebec from the decline in shipbuilding.

Oh! but, say the advocates of the N. P. this decline is owing to the competition with iron ships and steamers which has grown up of late years. If this were true it may, nevertheless, be asked what an N. P. is good for if not to protect home industries against such competition. Great Britain produces cheap cottons, and woollens, and coal, and iron, and the N. P. undertakes to protect Canadian cottons, and woollens, and coal, and iron, and ironware against competition with the cheap British products. Why does it not try to protect Canadian shipping against the competition of cheap British steamers and sailing vessels?

But a great question can not be disposed of so glibly. It will return for a more satisfactory solution. If great industries can be propped up, can be made prosperous by a policy of protection, why is not the great shipping interest of Canada protected? Why, indeed, is it oppressed by Canadian taxation while others not half so valuable or important are protected?

But before we go farther let us enquire a little further into the statement that our shipping is being driven from the sea because Great Britain builds cheap iron vessels. Norway, we believe, builds few, if any, iron vessels. Norwegian vessels sometimes do much of the trade of Canada, and Norwegian tonnage has increased vastly of late years. The *Shipping List* compares as follows the increase of British, and Norwegian and United States tonnage at different decennial periods:—

	Great Britain.	Norway.	United States.
1830	2,531,819	169,017	576,475
1840	3,311,538	276,687	899,764
1850	4,232,962	298,315	585,711
1860	5,710,968	258,917	2,546,237
1870	7,149,134	1,022,515	1,516,800
1880	8,447,171	1,510,669	1,352,810

The same paper says:—

"Great Britain and Norway are justly proud of their record. Before 1860 the United States had equal ground for pride; over the figures since that year it can feel nothing but shame. If the business of carrying ocean freights had been relinquished by our people voluntarily, there would be nothing to be ashamed of. But it has not been relinquished voluntarily; it has been lost. How to regain it is one of the knottiest problems that confront our people."

Canada is now fast retrograding as a shipowning nation, and how that retrogression may be stopped is for Canada to-day a most important question. Why should Canadian shipping decline while Norwegian shipping increases so rapidly?

If we turn to the Trade and Navigation Returns we find that in the year 1882 10,638 sea-going vessels of 3,933,152 tons entered inwards in the various ports of Canada. Of these the—

	Vessels.	Tonnage.
British were	1,672	1,569,875
Canadian	5,672	909,108
Foreign	3,294	1,454,169

So that, although it must be supposed that Canadian vessels trading to the United States, the West Indies, etc., entered more than once, the Canadian tonnage employed in the Canadian trade, even if we suppose that there were 5,672 different Canadian vessels so employed, is much less than one-fourth of all that was employed in bringing goods to Canada and taking Canadian produce to British and Foreign markets. Surely the N. P. could be so amended as to change all that, and give to Canadian vessels the carrying of the goods imported into Canada, and the goods exported from it.

We have now four kinds of navigation laws.

The bulk of our imports and exports we allow British and Foreign vessels to carry on the same terms as Canadian vessels, and the British and Foreign ships drive the Canadian ships out of the Canadian trade.

We have a law which charges ten per cent. on tea imported from the United States. It was promised that this would give us a valuable direct trade with China and bring vessels laden with tea up the St. Lawrence and into the ports of the Maritime Provinces; but as tea brought through the United States is treated as direct importation if the invoice is made out in the name of a Canadian merchant, this law has failed to bring a single ship from China or Japan to a Canadian port. The principle that we should legislate so as to force trade into any channel we prefer is recognised by this Act and that is all.

We have a law which admits raw sugar imported directly from the place of growth to a Canadian port at a lower rate of duty than raw sugar otherwise imported, but this does not require that the sugar be brought in Canadian vessels, and therefore it fails in a great measure to produce the promised effect. It is doubtful whether Canadian vessels do any more of the sugar carrying trade than they did before that Act was passed.

And we have the famous Cocoa Nut Policy, the law which provides that cocoa nuts brought from the place of growth to a Canadian port direct, in a Canadian vessel, shall pay but half as much duty as cocoa nuts imported in any other way.

The trade in cocoa nuts is small, and the effect of this law on Canadian shipping is, therefore, scarcely perceptible, but the true protectionist idea of a good navigation law is embodied in that section of our Tariff Act.

Carry out that principle fully. Impose double duties on all goods imported into Canada otherwise than in Canadian vessels and through Canadian ports. On all the products of Canada sent through the United States to other markets impose an export duty of ten, twenty, or fifty per cent., and Canadian shipping, which the Montreal *Gazette* estimates to be worth now $37,823,810, would at once find abundant remunerative employment, and become more valuable than ever it was before, shipbuilding would receive a valuable impetus, Quebec and St. John, and many another city and town, now dull and lifeless, would see their prosperity revived, and the winter port question would be effectually and conclusively settled in favor of the principal ports of the Maritime Provinces.

Will any one tell us why this should not be done, why flour, and coal, and cotton, and woollen cloths, and iron and ironware should be protected, and Canadian shipping should be left exposed to a competition which is driving it from the ocean?

The Railway Bridge---Poor Carleton.

We warned the people of Carleton last June that their favorite, Sir S. L. Tilley, had made a bargain with certain friends and supporters of his to obtain for them the help of the Dominion to build a railway bridge at the Falls, and that if they helped to elect Sir Samuel they would, in the most effectual way, assist in carrying out that bargain. Carleton men who said they would do all they could to prevent his election if they believed that such a bargain was made or contemplated, supported him zealously. Perhaps he assured them that no such bargain was made. The papers lately submitted to Parliament, on motion of Mr. Burpee, show that the formal fulfilment of the promise did not take place until after the election, but the bargain, which, we believe, was made without writing in the first instance, was made during the session of 1882, and if any Carleton electors were told that there were no promise to assist the parties who want to build that bridge, they were grossly received. The formal petition of the company, the date of which is not given in the telegram to the *Sun*, states that—

The estimated cost of the bridge is $250,000; cost of railway extension on east side $120,000; land damages $120,000, with various other expenses, making the total cost of bridge and railway $650,000, the interest on which at 5 per cent. would be $32,500. To meet this charge there was estimated a revenue of $20,500, leaving a balance to be provided during the first year of $12,000. This company, in view of the great aid to increasing the I. C. R. and promoting the trade of the Maritime Provinces that the bridge would be, asked a subsidy of $6,000 each year to make good the deficit until the undertaking became self-sustaining. They also asked that material required for the work be admitted into the Dominion duty free. Then follows a report from Chief Engineer Schrieber favorable to the undertaking and estimating the cost of the work at $552,500. Another petition from the company, dated April 29th, states that the annual charge is estimated at $31,000, which would be met as follows: By reasonable tolls on bridge, by bonus of $9,000 from the Provincial Government, by a further sum of $5,000 which the St. John & Maine Railway would contribute yearly beyond its share of ordinary tolls, and which contribution would continue until the bridge became self-sustaining. On May 6th last, Sir Charles Tupper reported to the Council concerning an opinion in favor of the scheme expressed by Shreiber. The matter was then referred to the Minister of Finance and on September 21st he reported, recommending that Parliament be asked at the next session to legislate as follows in aid of the company:—

1st. The Dominion Government to be authorized to advance to the company as the work proceeds such sums of money as will not exceed eighty per cent. of the expenditure, the total advance not to exceed $500,000. (2nd) That the company have the right of repaying the advances within a period of fifteen years from the date on which the first advance shall be made. (3rd.) That should it be found advisable for the Government to obtain possession of the railway, the same may be acquired within fifteen years, on payment of the total sum expended and a sum not greater than ten per cent. of the total amount expended, deducting advances made by the Government. (4th.) That in case of the non-completion of the work, the Government shall have power to take possession and complete the work without making further advances, but repaying to the Company the amount expended beyond such advance. (5th.) That the said advance and interest thereon shall be a first charge and lien on all property of the Company. (6th.) Interest to be computed at the rate of 4 per cent, payable annually. An order in Council passed to this effect, but by a subsequent order the time in which the Government can acquire is reduced from fifteen to five years, and it is provided that the lien on the Company's property shall not extend to the subsidy from the Provincial Government or advances from the S. John & Maine Railway.

The Government should itself build, own, control and manage the branch railroad and the bridge, but if they did that how could they reward those good friends for the services rendered last June and since?

Very little work has yet been done in the Canadian Parliament. The Government were prepared with nothing but a few measures which they supposed would cause little discussion. Sir John, it is now announced, will not introduce his promised Franchise Bill. The Bill to incorporate the Orange Association, which he promised to the Orangemen of Ontario as the price or the reward for their services in the late elections, he left it to one of his Orange supporters to introduce, and he did nothing in public to ensure it even a second reading. His Quebec followers, it is said, refused to follow quite so far, and but for the votes of Mr. Curran and Mr. Hawkins, who pose as representative Irish Catholics, and a few others, a second reading would have been refused. The License Bill, which he promised the tavern keepers of Ontario to pass as the price of their support in the late elections, he craftily sought to refer to a mixed Committee, in order that Mr. Blake and his friends should bear the greater share of responsibility for any measure that may be introduced. Mr. Blake and the Liberals very properly refused to lend themselves to a proceeding so unprecedented and so subversive of Responsible Government, and for this the St. John *News* charges them with refusing to do their duty, pretending that on some occasion not named Sir John did not refuse to help Mr. Mackenzie out of a similar dilemma. Sir John must bear all the responsibility for any Bill that is introduced, as every one knows that the committee he now names will frame or adopt any Bill he pleases. Sir Leonard, too, must bear the responsibility in the opinion of all earnest teetotallers, as the Bill will be as unquestionably a Government measure as if the farce of referring it to a Committee had never been played. Sir John did not endeavor to shirk the responsibility of keeping Dr. Robertson, of Prince Edward Island, out of the seat that is his. He knows that all his followers will sustain him in defrauding a Liberal of his seat, and although, as Mr. Mackenzie explained, the present election law was framed by Chief Justice Dorion with the express purpose of preventing a repetition of such a fraud as that perpetrated by Sir John and his Tory majority in the Peterboro' case, and there can be no doubt that the law imperatively and unequivocally directs the Returning Officer to return, as duly elected, the candidate who receives the majority of votes, neither shame nor any regard for justice, or for his own shattered reputation, nor any law can check or restrain Sir John when he can, with safety, deprive a Liberal of his seat by any means. The Budget Speech has been so long delayed that it was necessary to offer some excuse for the delay. The excuse given is that it was desirable to see whether the changes made in the United States tariff would render any changes in the Canadian tariff necessary or desirable. It was promised that the N. P. would make Canada independent of all other countries, and now we find her become more dependent than any one imagined she ever could become. The Estimates were brought down on Wednesday. A telegram to the *Telegraph* says:—

The estimates were laid on the table to-day. They provide for the next fiscal year an expenditure of $29,961,989 as against $28,072,796 for current year; an increase of $1,943,153. Among the increase are the following:—

Civil Government	$129,979
Immigration	189,380
Public Works and buildings	265,715
Fisheries	163,000
Railways and Canals	667,394
Post Office	219,410
Public Works	200,000
Dominion Lands	150,000

The High Commissioner's salary is provided for though it is known that Sir Alexander Galt will return home in the spring.

Among the New Brunswick items are the following:—

St John Marine Hospital	$12,500
Woodstock custom house	15,000
St Stephen do	5,000
Sussex do	9,000
Moncton post and custom office	15,000
Newcastle post office	10,000
Carleton post office	10,000
St John Dominion buildings	700
Breakewater at Negro Point	71,000
River Tobique	5,000
River St John	2,000
River Madawaska	1,000
Rocher Bay Breakwater	4,000
St Marys	1,500
Jemseg	5,000
Pier at Anderson's Hollow	4,000

Under mail subsidies are $24,000 for steam communication between Canada and Antwerp, and a like sum for communication with Germany.

A grant of $150,000 for the development of sea fisheries is continued.

The estimated increase on the working expenses of the I. C. Railway is $600,000; of the P. E. Island Railway, $33,000.

Some of the N. B. items are merely old appropriations repeated. The increase in the expenditures for Civil government, Dominion Lands, etc., are very large, and can scarcely be justified even by our having a surplus to spend. The great increase in the working expenses of Railways and Canals appears to indicate that Sir C. Tupper finds himself compelled to abandon partially, if not wholly, his wretched attempt to make pretence of keeping the working expenses of the Intercolonial below the receipts. A more bare-faced, shameless attempt at deception no Minister ever made and no Parliament ever permitted to be made with impunity; but all the tricks and dodges and artifices employed to keep up the pretence are now nearly exhausted. Rolling stock can not very well be charged to capital any longer, and the road bed, the sidings, the station buildings, snow sheds, fences, etc., begin to require extensive repairs and renewals, the road and rolling stock having been allowed to run down so that serious "accidents" have become of daily occurrence. Sir Charles should now boldly do what under the circumstances is his duty—put the road and rolling stock in proper condition and charge the cost to working expenses. Those whom he has humbugged so long and those who pretended to be humbugged by statements which can scarcely be called fallacious, because their impropriety was so palpable, will not quarrel with him for assuming "the virtue" of dealing honestly for once with Railroad matters.

The Senate, like its creator and idol, shows itself defiant of public opinion this session. It no longer pretends that it has anything else to do when a Tory is in power than to register his decrees. It adjourned for a fortnight to allow its Tory members to take part in the Ontario Elections. It adjourned again from March 21st to April 3rd.

St. Patrick's Day was very generally celebrated throughout the United States and Canada. In some instances processions were held. The utility of such demonstrations is at least questionable. They cost time and much money which could be more usefully employed, and the spectacle of a vast number of people wading or struggling through snow or slush or mud, no matter how bravely they bear themselves, is not very gratifying. What good such displays do to the Irish in Ireland or America it would be difficult to tell, but where processions were held it is satisfactory to learn that they were as large and in every sense as respectable as could be desired. In Montreal the whole city wears a festive appearance on such occasions, and people of all nationalities join in doing honor to the Apostle of Ireland. In most places the day was celebrated by a High Mass and appropriate sermon in the forenoon, and by meetings in the evening, at which the music of Ireland was sung and played, and the glories, the sufferings and the hopes of Ireland were eloquently described. In St. John the celebration was quiet as usual, but the shamrock and green ribbons were worn more generally than on any previous occasion, and by many who do not even pretend to be Irish. High Mass *coram episcopo* was sung in the Cathedral. The congregation was large, and the Rev. J. J. Walsh spoke eloquently of the life and labors of St. Patrick, the glorious fidelity of the people to whom he bore the great gift of Divine Faith, the services they rendered to religion and civilization, and the heroism with which they subsequently endured persecution.

THE SERMON.

"Remember your prelates who have spoken to you the word of God."—Heb. 13, 7

BELOVED BRETHREN:—We are assembled here to-day to offer up the holy sacrifice of the Mass in order to thank God for His infinite mercy in calling our forefathers from the darkness of infidelity to the admirable light of divine faith by the ministry of St. Patrick, and also because He extended the same heavenly gift to ourselves by the successors of St. Patrick. At the same time, mindful of what St. Paul says, we remember gratefully on this day the precious vessel of election, the glorious prelate who delivered to us the word of God. It is in praise of him and his labors that I am about to address to you these few words.

Two countries, France and Scotland, claim the honor of having given birth to our Saint. The opinions in favor of both countries are respectable and are defended by respectable authority, but as yet we have no conclusive evidence in favor of either of them. In the book of his confessions the Saint tells us his father was a provincial Roman Senator. His mother, Conchessa, was a sister or near relative of the celebrated St. Martin, Bishop of Tours, in France. When the Saint was 16 years of age he was carried captive to Ireland from his father's villa. "I was led away," he says, "captive to Ireland with thousands of others, and we deserved it, because we had turned away from God, disobeying His commands, and rebelling against those He had sent to teach us the way of salvation; and the Lord brought upon us the wrath of His indignation and scattered us among many nations, even to the ends of the earth." After passing six years in captivity, he received a supernatural intimation that the hour of his deliverance was at hand, and that he should return again into his own country. "And there," he continues, "I saw in a vision of the night a man named Victricius coming as it were from Ireland, with innumerable letters, and one of them he gave to me, and I read in the first line, 'The voice of the Irish,' and as I repeated these two words I seemed to hear the voice of those who had dwelt near the wood which borders the Western Sea, and they cried aloud, 'We beseech thee, holy youth, return and walk once more among us;' and my heart was melted within me and I could read no more." This was Patrick's Divine vocation to the Apostolate, and if we measure it by its glorious results we can truly say no greater message has come from God to man since the day the grand Apostle of the Nations, St. Paul, was sent by Christ Himself as a vessel of election to preach the Saviour's "name before the Gentiles and Kings and the children of Israel" (Acts, 9-15.) Patrick began to prepare at once for his future labors. Making his way to Tours, he entered the celebrated Monastery of Marmontier, and took his place among the disciples of his illustrious kinsman, St. Martin. Marmontier was then in the height of its glory, and there was no nation or Church in Europe that did not aspire to possess Priests from the Monastery of Martin. The great Saint and Bishop was himself the foremost figure in that Apostolic army whose conquests were then advancing from the rising to the setting of the sun; and from his celebrated Monastery there went forth each year devoted missionaries, the founders and princes of new provinces in the spiritual empire of Christ, which was fast taking the place and extending far beyond the boundaries of the falling empire of Rome.

When the years of preparatory study were over Patrick turned his face to Rome, the fountain-head of Christianity, the source of all jurisdiction and Divine mission in the Church of God, the great heart whence the life blood of faith and sound doctrine flows even to her most distant members, and there, in Rome, St. Celestine I., the successor of Peter, laid his hands on Patrick and consecrated him first Bishop of the Irish nation. And now he returns once more to Ireland, no longer a slave, but in all the freedom and vigor and strength of manhood, clothed with the fulness of power and jurisdiction, and with heart and soul devoted to God and the great enterprise before him. And wonderful to relate, the Apostle meets with no opposition. His career is more like the triumphant march of a conqueror than the painful toil of the missionary. He went swiftly on his way from east to west, from north to south, and everywhere the altars and idols of our Pagan ancestors went down before him, and the words of heavenly wisdom that fell from his lips sank deep into their willing hearts, like good seed sinking into fruitful soil, and being watered and bedewed by grace from on high, they brought forth a rich golden harvest of Christian virtue and Christian faith.

And in this respect Ireland is a grand exception among the nations. Of her alone can it be said that her conversion is the work of *one* man in sixty years. He found her entirely Pagan, he left her entirely Christian. She is also the only nation in God's church which never cost her Apostle one hour of sorrow, a single tear, one drop of blood. When he proposed the heavenly message to her, she listened attentively and respectfully, and when satisfied that it came from God, she received it at once with grateful reverence, and gave it a home down deep in her heart of hearts. So far from offering violence to those who proposed it, like the other nations, she could never do enough to prove how much she loved them, for they were to her truly, "The ministers of Christ and the dispensers of the mysteries of God," [St. Paul, Ep.] And in fact she has much to love and venerate in her great Apostle—his spirit of penance, his profound humility, his burning zeal for the salvation of souls.

'Tis true he had grown up, like a fair lily, in purity and holy fear and love, and still he was filled with compunction and life-long sorrow for the faults and imperfections of his early years.

Then there was his wonderful humility. Like the great Apostle of the Gentiles he did not disdain at times to labor with his own hands. All that he did was for God and nothing for self. He lost sight of self in advancing the interests and the cause of God. He saw his own misery and weakness strengthened by God; his own nothingness and poverty enriched by the gifts of God, and, fearful of losing the Giver in the gifts, he put away from him the thought of what God had made him, and considered only that he was "Patrick the sinner, the rudest and least among the faithful." And down deep in that lonely heart there burned a mighty fire of love, a devouring zeal for the salvation of souls. He knew those souls had been "bought with a great price," that the Son of God had shed the last drop of His most precious blood to redeem them, and the thought so inflamed his zeal that there was no labor, no fatigue he would not undergo that even one soul purchased so dearly might be saved. Truly "he burned with zeal for the Lord of hosts." Old age came down upon him and still he journeyed through the length and breadth of the land, caring and watering the plants he had planted in the new vineyard of his Lord, and "grace was poured abroad from his lips," and "virtue went forth from him," and the promise made of old was verified in Patrick: "I will deliver to thee every place that thy foot shall tread upon, and no man shall be able to resist thee all the days of thy life."

He founded over 300 churches, ordained near 3,000 priests, consecrated many bishops, established 700 religious houses where thousands of the faithful consecrated themselves entirely to the service of God, and aspired to the summit of Christian perfection by the practice of the counsels of the Gospel. Then the ancient music of Ireland was heard resounding in the temples of the living God, and her virgins lifted up the sweet melody of their voices to celebrate in grateful notes, in the grand old Celtic tongue, the triumph of Redemption. O land of my fathers! how beauteous were your hills, how lovely were your valleys, how pure were your streams in that day before the eye of heaven, for as yet the hand of the spoiler had not desolated your fields, the foot of the stranger was not on the neck of your children, the sword of the persecutor was not stained with their blood.

The days of the glorious Apostle were prolonged till, from his metropolitan see of Armagh, he beheld the land flourishing in beauty, lovely in peace, the home of every virtue. And at length, in extreme old age, spent with labor for the Church of God, illustrious both in word and deed, he blessed his children, like the patriarchs of old, and went peacefully to sleep in his Lord.

St. Patrick died about the year 496, and for more than 300 years after his work was the glory of the Christian world. The virgin church of Ireland, unstained by even one martyr's blood, became the prolific mother of saints, the home and refuge of learning, the teacher and apostle of the nations of Europe. The whole island was covered with schools and monasteries, and the most renowned men of the age, renowned both for sanctity and learning, were there to teach the thousands of students who flocked to them from every land. And the nations, beholding and admiring the lustre of sanctity and learning which shone resplendent in the holy isle, conferred upon her by acclamation the proudest title ever yet given to land or people. They called her the "Island of Saints and Doctors." To be a saint and doctor is to be on the very pinnacle of the temple of fame. Only one nation in the Church of God ever reached that lofty eminence, and that nation, brethren, is your own beautiful Erin, the land you love so well.

But at length days of trial and persecution began to dawn on the ever faithful island. First came the Danes in the ninth century—enemies, indeed, of Ireland's nationality, but far greater enemies of Ireland's faith. For 300 years the land was filled with bloodshed and confusion. But our fathers fought with courage and perseverance—they fought for their "altars and their homes," and at length Erin arose in her united strength, she shook off the fierce invaders from her virgin bosom, and cast them from her into the sea. Her faith and religion triumphed, and she was as Catholic in the eleventh century as she had been in the eighth.

In the sixteenth century a new era of persecution and sorrow dawned on Ireland. Once more she was summoned to give up her ancient faith, once more she refused, and once more the Island of Saints and Doctors became a land of heroes and martyrs. The whole strength of England was put forth against her people. The struggle was terrible. It deluged Ireland with the best blood of her children, and reduced her fairest provinces again and again to the condition of a waste and desert land. But our fathers in the faith were intrenched in the citadel of God. The power of the Most High nerved their arm, and the spirit of Patrick hung over them like the fiery cloud that overshadowed the hosts of Israel on the plains of Edom and Madian. This is why they held their faith.

Their faith was precious to them and their fidelity was famous. It was the equivalent of heaven's happiness, the sure pledge of a royalty and freedom that none could take away, whereas its loss would entail a misery and slavery that even their cruel persecutor never could inflict. These truths had been burned deep into the nation's heart by the teaching of St. Patrick more than a thousand years before, and those long years had only served to deepen the impression. Therefore our fathers prized their faith and loved it in proportion, and they had free wills from heaven to hold it that no tyranny could coerce. Its surrender would be apostacy, that is, infidelity to Him who made them free indeed; and loyalty, especially to God, was the natural offspring of their honest Irish hearts, and the glorious heritage of their spotless history.

Therefore, brethren, you may be justly proud of the dear land of the shamrock—your own loved island of sorrow. She is the first nation in the Church of God. She has no equal among the other nations in fidelity to God and attachment to her faith, and she has proved it by her services, her sufferings and her sacrifices for the sacred cause of religion.

Now there is one lesson which you can all learn from this day's celebration, and that is to have a deep earnest love for the faith that is in you—the precious legacy bequeathed to you by your noble Catholic ancestors. Nearly 1500 years ago they received it with joy from Blessed Patrick, they handed it down to their children, and each generation has passed it on, pure and unsullied, to its successor. The true faith of Christ was your fathers' richest treasure. They loved it, they fought for it, and sooner than lose it they gave generously the last drop of blood in their veins. Children of saints and martyrs, imitate their splendid example—love sincerely the faith they have left you. It is your country's glory that, amid all her sorrows and trials, she never lost one particle of the divine deposit of the faith. Thank God! Her enemies have never yet been able to snatch that glorious crown of victory from Erin's fair brow. "And this is the victory which overcometh the world, our faith," says St. Paul. And much as we all love her, and long to see her taking her place, free and independent, among the nations of the earth, I declare before Heaven I would prefer to see her languishing for ever "a captive in chains" than that she should lose one particle of her grand old Catholic faith.

It will not be enough, brethren, to believe and love the faith—you must also practice it. St. Paul says it is not enough to be hearers, we must be doers also. Therefore, if you wish to be true children of St. Patrick, true sons of Catholic Ireland—the land of Saints and Doctors—you must be solid practical Catholics. You must be faithful to every law of God and His church. You must live up to your Catholic faith. Many of you never saw the fair shores of beautiful Erin; many of you have had the happiness to tread her sacred soil, but all of you, I am sure, love and revere her as a mother and wish to honor her as such. Remember, then, your mother's good name is bound in your own, and if there were no other motive let that of selfish honor prevent you from doing anything to dishonor the land to which you or your fathers owe their birth—to which you owe the faith of Christ.

And now may your glorious Apostle and patron look down on you from his throne in heaven, and bless you. May he look down, too, in pity on the sorrows of the dear old land, and obtain, by his powerful intercession, leave to wipe away all her tears, and make her once again "great, glorious and free," "a crown of glory in the hand of her Lord, and a royal diadem in the hand of her God." May he bless, too, his vast spiritual empire outside of Ireland, on which, 'tis but truth to say, the sun never sets, and which numbers not far from sixteen millions of his spiritual children. May he obtain for all the grace to be true to their faith, true to their Church, true to their God, that, "being faithful to the end, they may receive the crown of joy." AMEN!

In the house of Lords Earl Derby, Colonial Secretary, replying to questions by the tories concerning the outrages on the Transvaal frontier, said the Boers favored a peaceful effort to obtain indemnity for the sufferers by the raids. To use force would only tend to create an African Ireland.

TELEGRAPHIC.

LONDON, March 18th.—Lady Florence Dixie was attacked at Windsor Castle yesterday by two men in disguised in woman's clothes. Her dress was cut with daggers in several places, but she received no injury. Lady Florence was walking in a secluded spot near the woods, when two men asked her what time it was. She replied she had no watch, and afterwards noticed that though they wore women's clothes their faces had been shaved. Much alarmed she started to walk away, followed by the men, one of whom seized her. She struggled to escape, but, seeing the daggers, fell into a swoon. This took place at 4 in the afternoon, and she did not recover her senses until 4. 45 p. m. Lady Florence has been prostrated to-day, and the story of the affair was elicited from her only at intervals. The saving of her life is attributed to her St. Bernard dog, which it is supposed protected her while she lay in the swoon. Lady Florence had no reason to suspect immediate danger, although she had been somewhat fearful since the receipt of letters about the Land League. The last thing she remembers is one of the men pushing a quantity of mud in her mouth. On her recovery she found that both palms were cut across and her gloves severed. There were two dagger holes, two inches apart, in the right breast of her dress, a broad steel corset rib had been broken by the weapon, which had penetrated to the inner lining of her dress at the first stroke and to her corset at the second stroke. Lady Florence supposed she had unconsciously struggled with the men, assisted by her dog, until the scoundrels were disturbed by a cart possing through the woods. She received threatening letters while in Ireland recently. One of the men wore a green dress and a large hat with a veil. The veiled man attempted the assassination. No arrests have been made, but the police have a slight clue to the scoundrels. It is believed the men were bitten in the struggle.

OTTAWA, March 16. Thos. Dodman, a farmer, met with a horrible death near Bothwell, a few nights ago. He was driving a pair of fast horses attached to a bob-sleigh. They ran away and he was thrown backward, one foot caught in the sled and he was dragged in this terrible position a distance of two miles, meeting a horrible death.

LONDON, March 16.—In the Commons, the debate on the Transvaal question was continued. Gladstone said that Forster had preached war, but the Government would undertake to provide for chiefs who were formerly England's allies, as the Transvaal authorities were unable to restrain raids.

LONDON, March 16.—It is expected that emigration to Canada during the ensuing season will be unusually extensive. The steamer Parisian, which sailed yesterday for Halifax took 450 emigrants. A large number of Scandinavians and Germans will proceed to Northwest Canada in the course of the next five weeks.

ST. LOUIS, March 16.—According to depositions taken by E. Owen, defaulting teller of the Third National Bank, it appears that he abstracted from that institution about $260,000, between 1875, when he began his thieving operations, and the time of his arrest. This money was all sunk in butter and cheese, and in speculations in cotton and grain. It is expected that he will get between 5 and 10 years in the penitentiary.

LONDON, March 16.—An inquiry has proved the presence of traces of phosphorus in the body of Prince Gortschakoff. The mistress of the deceased possesses a written promise of marriage from him.

NEW YORK, March 14.—The Nun of Kenmare has addressed a letter upon the state of Ireland to the Bishops of Newark and Detroit. It appears from her statements that the accounts of the present famine which have reached this country have not been exaggerated. "Men and women and little children are literally dying, dying by inches." The suffering is especially severe in Donegal, Clare, Mayo, Galway and Connemara. Out-door relief is refused unless the applicant brings a doctor's certificate. She adds: The English Government has sent us no less than four different inspectors to look at the people. One gentleman drove through the districts in five hours, with his carriage blinds down, but he entered one or two hovels, and in one admits that he found a cat fighting for the seaweed the unhappy children had for their only food. If such a tale had been told of a district in any other country in the world, what tirades of righteous indignation would not the English people and English press have poured forth! But, presumably, seaweed is good enough for the mere Irish! Would that the mere Irish had even enough of that to eat! Inspector after inspector came down only to assure the people that they would report the matter to Her Majesty's Government; but they take care to assure the victims of English misgovernment that they must not hope for help.

OTTAWA, March 16.—A bill regarding booms and other works in navigable waters, constructed under authority of Provincial Acts, was introduced in the Senate to-day by Sir Alexander Campbell. It provides that no boom, wharf or dam constructed under Provincial authority shall be a lawful boom, wharf or dam, unless the site thereof has been approved and the boom built and maintained in accordance with plans approved by the Governor in Council. Plans of any boom to be constructed must be deposited with the Minister of Marine, and changes may be made by the Governor in Council. The Act does not affect any boom lawfully constructed, it does not interfere with navigation. Any boom constructed under Provincial authority since 1867 shall, so far as the same interferes with navigation, be lawful for three months from the passing of this Act.—*Sun*.

A sensation was caused in the Massachusetts Legislature on Wednesday by a message from Governor Butler vetoing the bill making appropriations to the amount of $475,000 for the expenses of charitable and reformatory institutions. The Governor says the bill contains appropriations some of which are objectionable and others not, and is a continuation of the vicious practice of uniting in one bill different appropriations for diverse objects. The Governor estimates the appropriations in the bill for salaries at sixty nine per cent. of the amount to be expended for the maintenance of the institutions. He declares that the commonwealth employs more officers and agents than is necessary to do its business, and the State institutions are managed with unnecessary extravagance. He says there has been no investigation of the accounts of these institutions, and no report upon the subject to the Legislature. He declines to be responsible for the bill, and will not even allow it to become law without his approval. The Governor asks the Legislature to pass another bill cutting off large amounts from the salaries and placing proper checks upon the expenditure of the money.

LAREDO, Texas, March 16.—Sheepmen report a heavy loss from the cold rain last week. Some of the largest owners say they have lost a third of their flocks and that there will be a total loss of the lamb crop. The losses west of Nueces river will reach $250,000.

The return moved for by Hon. Mr. Burpee shows that Sir C. Tupper purchased for the Intercolonial Railway during the year ending Dec. 31st:—

16 Engines	$197,70
13 Second-class cars	42,150
1 Combined first and second-class car	3,330
2 Postal and smoking cars	5,760
150 Box freight cars	95,000
400 Gondola coal cars	216,000

Of the engines seven were built by the Canadian Engine Co., of Kingston; three by Fleming, of St. John; three by the Manchester Engine Co., of New Hampshire, and four were procured from other sources. Besides these twelve conductors' cars, 11 cattle cars and 37 platform cars were built at Moncton.

Why is it at this time of day Sir Charles prefers to purchase so many locomotives anywhere out of Canada?

LOCAL & PROVIN

NOTICE.—All communications,
etc., intended for insertion in the FR
reach the office not later than Thursd
each week.

FIRES.—Mr. John Magee's w
St. James street, was badly
fire on Sunday night.

SUCCESSFUL CONCERT.—The
A. Society of Bathurst, gave a
lent concert in that town on S
night.

THE CATHEDRAL CHOIR are t
Jas. Guthrie, one of its memb
plimentary concert in Berry
some time next month.

ENTERTAINMENT.—On Satur
the ladies of St. Dunstan's Chu
icton, gave a highly successful
the benefit of the sufferers in I

BURGLARIES.—During the pa
there have been several burgla
tempted burglaries in various
city. A young man named P
was arrested on a charge of at
burglarize McLellan's bankin
Sunday. On being arraigned
guilty to the charge and was s
six months in jail.

DROWNING ACCIDENT.—Fra
ney aged about 80, and his son
ing a brook on a sled loaded wi
horse attached, between Hi
Tracey Settlement in the eas
this County on Saturday nig
canted and the two men were t
the water. Two bags of oats fe
man and held him in the water
drowned. The son escaped a
with the sled fled to the w
morning McGanney's body w
taken to his late home where an
held.

ST. PATRICK'S DAY IN HA
Charitable Irish Society, with
Band, proceeded through th
streets to the Cathedral when
was celebrated. Very Rev.
Power acted as celebrant, assi
Father Biggs as Deacon, and
Ellis, sub-Deacon. His Grac
bishop preached a very eloqu
taking for his text "He that is
overcometh the world; and thi
tory which overcometh the
faith." While eulogising the
values of the Apostles and
Grace described in language of
beautiful rhetoric, the fidelity
children, through the direst p
to the faith of St. Patrick. S
the Charitable Irish Society pr
Grace with an address printed
green silk with gold letters.

LECTURE.—St. Peter's Hall
contained a very large audience
to listen to Mr. John Boden's
"Thos. Francis Meagher." T
described the state of things in
America about the time Me
ushered into existence, gave a
eloquent account of the struggl
Nationality in which he was e
subsequent trial by the Engli
ment, on a charge of treason, a
ishment to Australia, whence he
America, where he landed in 185
ception by the Irish people of
American Metropolis; and some
during the American Civil his
with the Irish brigade which ha
a bloody field made a conspicuou
itself in warlike annals, and his
drowning out West were referre
ing the delivery of the lecture, t
testified their approval of what
the manner in which he said it
applause.

SAD CASE OF FREEZING.—La
notice was brought to the S.
city that a colored lad of 16, na
was in a very neglected and suf
dition from exposure among
some twelve miles out, in the
Preston. The Secretary of t
drove out on Tuesday and retu
evening with his charge, who w
the hospital. The poor fellow
hard experience, his grandm
brought him up dying when h
young, and leaving him withou
tives, since when he has picked
carious existence among peopl
whom were nearly as poor as hi
ing the winter he has been sleep
in barns and outhouses till he
with cold, and both feet were
frozen that he was unable to sta
fication ensued in one and abo
foot is gone, the bones protru
Chronicle.

HANLAN AND ROSS.—A Toron
says:—In an interview Hanlan
should like to row Ross a race as
is ready, and wish it to take plac
If he is not able to row for $2,5
am willing to make a match for
I think that under these circum
moneys received in connexion wi
should go to the winner." He t
nedy is the best man in Amer
Ross and himself.

Wallace Ross follows up thi
following:—

I hereby challenge Edward
Toronto, to row a four or five mi
$1,000 a side, on or after the fi
next—the race to take place on t
beccasis, St. John, or on Toront
or take $500 expenses—the winn
receive all monies obtained from
etc. To bind the matter I sha
$500 in any bank in St. John
Mr. Hanlan, until a stake-hold
pointed.

Hanlan refuses to row in the
Provinces.

A SAD CASE of destitution ha
vealed through the exposure a
Mrs. W. Downey, of Brighton.
that the family of W. Downey,
of a wife and four children, live a
miles back from the River St. J
Downey is working in the lumbe
the Aroostook River. During
storm of last Saturday Mrs. Do
to Mr. Tedlie's, who lives beside
to procure some meal for her fa
started for home with the mea
Tedlie's folk supposed she had a
all right, and knew nothing to th
until Monday afternoon, when
children came to Mr. Tedlie's in
the mother. Search was immedi
and the poor unfortunate woman
lying across a fence and froze
within 100 rods of her home. S
thinly clad, having no drawers
her under clothing was very sc
dress only a thin calico one.
woman had evidently been too
hausted to climb the fence, and
over it and died. The case sug
reflection upon our present styl
for the poor.—*Woodstock Press*.

FATAL ACCIDENTS.—Thos. Gr
ster, of Pond street, was run ov
and killed at the Western end o
R. passenger station, on Saturd
last between six and seven o'cl
pears that he was crossing the
sled when the horse shied se
cars come suddenly out of the s
Grady was thrown off the sled
the rails, and before he had tim
or get on his feet a wheel of the
over his body, the head being al
off. He was accompanied by hi
whom he had just sent across th
open the railway gate so that he
through to Pond street. The
fellow rushed to the prostrated
father and vainly tried to pull it
the car. The men on the tra
body out and had it placed on a
was aftewards conveyed to his
few yards away and on its arriv
was pitiful to witness, his elde
going into fainting fits. Decea
children, two only being grown
only a short time previous tha