The Colonial Presbyterian

AND PROTESTANT JOURNAL

Vol XIV—No 24. SAINT JOHN, NEW BRUNSWICK, THURSDAY, SEPTEMBER 3 1868 Whole No 734

E. & N. A. RAILWAY.

1868. 1868.

Summer Arrangement.

ON and after MONDAY, 11th May next, until further notice, Trains will run as follows:

DOWN TRAINS—GOING EAST:

Leave St. John, for Shediac and Point Du Chene at 7 a. m. and 1.45. p. m.
Leave St. John for Sussex at 5 p. m.

UP TRAINS—GOING WEST:

Leave Sussex for St. John at 6.15. a m.
" Shediac for St. John at 7 and 11 a m.

The 6.15 a m Train from Sussex, and the 11 a m Train from Shediac, as well as the 1.45 and 5 p m Trains from St John will carry Freight.

Freight from St John for Sussex and Stations WEST, will be sent by the 5 p m Train only, and must be delivered at that Station before four o'clock.

Freight for Stations EAST of Sussex must be delivered at St. John Station before noon daily.

Freight to be forwarded from SUSSEX must be delivered at that Station at least ONE HOUR, and from other Stations than St John, at least HALF-AN-HOUR before the advertised departure of any Freight Train.

Goods for Prince Edward Island must be accompanied with invoice or outward certificate of value to prevent detention at Point Du Chene

Goods intended for Exportation at St. John to the United States, must in addition to the invoice, when the value shall exceed $50.00, be accompanied by a U. S. Consuls Certificate.

LEWIS CARVELL,
General Manager.

Railway Office,
St. John, N. B. 30th April, 1868. } may 2

E. & N. A. R. W.

NOTICE.

ON and after MONDAY, 15th inst., (during the Summer Months) Excursion Return Tickets will be sold at SAINT JOHN for ROTHESAY and Intermediate Stations.

These Tickets will be good for the 1.45 p. m. Train, and any Passenger Train after that hour on the day issued.

The Afternoon Trains will stop at the Cemetery.

LEWIS CARVELL,
General Manager.

Railway Office, St. John, N. B.,
10th June, 1868. } june 13

1868.

International Steamship Company.

TRI-WEEKLY LINE!

Summer Arrangement!

ON and after the first of July, Steamers of this Company will leave Reed's Point Wharf every MONDAY, WEDNESDAY, and FRIDAY Mornings, at eight o'clock, for EASTPORT, PORTLAND and BOSTON. Returning—will leave Commercial Wharf, Boston, and Railroad Wharf, Portland, same days, for Eastport and St. John, until further notice.

FARES:

From St John to Eastport,	$1.50
" " " " Portland,	4.00
" " " " Boston,	5.00
By Steamer and Railway to Boston,	6.50

FREIGHT received on Tuesdays, Thursdays, and Saturdays, only up to 5 o'clock, p. m.

Baggage received on Monday and Thursday mornings only.

All Fares and Freights payable in New Brunswick Currency at St. John.

☞ State Rooms secured at the Company's Office, Eastend Warehouse, Reed's Point Wharf.

All Freight must positively be paid for on delivery of Goods.

No claims for allowance after Goods leave the Wharf.

Goods must be taken away immediately after landing. If stored, they will be at the expense and risk of the owner.

All Shipments of Goods to the United States of the value of $50 must be accompanied with Invoice: over that amount must have a U. S Consul's Certificate attached to the Invoice, to prevent stoppage at Eastport.

B. ANSLEY, AGENT.
St John, N. B., June 20, 1868. june 27

"EMPRES"

Special Engagement with Invalids and Pleasure Travellers.

THE owners of the Steamer EMPRESS offer the inducement to invalids and persons travelling for pleasure who may wish for the day to benefit by the sea air, the privilege of going and returning, on the same day, to either

DIGBY OR ANNAPOLIS!

One Fare for the Trip!

RETURN TICKET FREE!

Digby,	$1 50
Annapolis	2 00

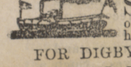
☞ Return Tickets good only for the day upon which it has been issued.

THOS. HATHEWAY, Agent,
june 11 40 Dock street.

EMPRESS

Windsor and Halifax

DIGBY AND ANNAPOLI.



STEAMER "EMPRESS" will, during the Season or until further notice, leave her wharf

FOR DIGBY AND ANNAPOLIS

on every MONDAY and THURSDAY morning, at 8 o'clock.

FOR WINDSOR

on every TUESDAY and FRIDAY Evening, at high water.

Through Tickets for Halifax, via Railway, can be purchased either on board the Steamer or at the Office.

☞ All Freight for Digby must be PREPAID. Freight for Windsor must be delivered at the Steamer before 3 o'clock on the days of sailing.

THOS HATHEWAY, AGENT.
apr 23 tf 40 Dock street.

N. B. and Canada Railway,

And St. Stephen Bunch Railway.

Sring Arrangements.

TRAINS will leave St. Andrews for RICHMOND STATION every Monday, Wednesday and Friday, at 9 a. m., and St. Stephen for Richmond Station every Tuesday, Thursday and Saturday, at 9.30 a. m.

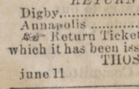
Returning will leave Richmond Station for St. Andrews every Tuesday, Thursday and Saturday, at 9 a. m., and for St. Stephen every Monday, Wednesday and Friday, at 9 a. m.

PASSENGER AND FREIGHT AGENTS.

St. John.—D. J. SEELY, Water-st,
Woodstock,—G. W. VANWART.
HENRY OSBURN,
Manager.
St Andrews, July 2, 1868. july 3

UNION LINE

Night Boat for Fredericton.



STEAMER *FAWN* will leave INDIANTOWN for FREDERICTON, on MONDAY Afternoon, 29th inst., at 4 o'clock, and will continue to run until further notice. Leaving Indiantown on the afternoons of MONDAY, WEDNESDAY and FRIDAY. Returning—will leave Fredericton on the afternoons of TUESDAY THURSDAY and SATURDAY, same hour.

THOS. HATHEWAY, AGENT.
july 2 40 Dock street.

Flour and Meal.

Landing ex brigts Signal and Navita, and schr Wellington:—

550 BRLS CORNMEAL:
300 brls Reindeer Flour:
200 " Columbia do;
200 " Beaver do;
100 " Golden Sheaf do;
For sale by
July 30 HALL & FAIRWEATHER.

THE ROYAL
FIRE AND LIFE
Insurance Company!

THE ROYAL is one of the Largest Insurance Companies in the World.

Capital,	£2,000,000
Accumulated Funds in hand exceed	1,000,000
Annual Income exceeds	600,000

In the year 1863 alone, an amount exceeding £156,000 was added to the available Funds of the Company, after paying all claims and expenses

AGENT FOR NEW BRUNSWICK:
JAMES J. KAYE,
SAVINGS' BANK BUILDING.
St. John, June 21, 1865

THE QUEEN
Insurance Company

Capital: Two Million Sterling

OFFICES:

Queen Insurance Buildings, Liverpool.
Queen Insurance Buildings, 60 Gracechurch Street, London.

CHAIRMAN OF THE COMPANY:
Bernard Hall, Esq, Merchant, Liverpool.
DEPUTY-CHAIRMEN:
William Hind, Esq, (J H Hind & Co), Liverpool;
Patrick Hunter, Esq, Mount Alyn, Denbigshire, and Liverpool.
Chairman in London—Peter M'Lagan, Esq, M P, London and Edinburgh.
Deputy Chairman—John T Pagan, Esq, J P, Guildford.
Chairman in Belfast—The Most Noble the Marquis of Downshire, Hillsboro' Castle.
Deputy Chairman—Wm Bottomley, Esq, Merchant.
Chairman in Glasgow—A Galbraith, Esq, Merchant.
Deputy Chairman—J Morton, Esq, (Greenock Iron Company,)
Chairman in Dundee—J Sharp, Esq, Flax Spinner.
Chairman in Manchester—T Ridgway Bridson Esq, Bleacher, Bolton.
Chairman in Bristol—G J Thomas, Esq, (Broad Plain Soap Works.)
Chairman in Southampton—Wm Hickman, Esq, Solicitor.

The Security offered to QUEEN Policy-holders is Unsurpassed.

Paid-up Capital,	£190,972
Fire Reserve Fund,	77,588
Life and Annuity and Accumulated Funds	80,587
The Unpaid Portion of Subscribed Capital is	1,718,748

The Rapid Growth of the the Company's Business is remarkable.

	1862.	1864.	1866.
Fire Premiums	£47,420	£101,085	£140,577
New Life Business completed, in Sums Assured,	88,050	205,988	308,527

At last valuation, (1863.) a Bonus was declared to Participating Life Policy-holders, averaging 46 per cent. of the Premiums paid by the Assured, and in some instances rising as high as 75 per cent.

The next Bonus falls to be declared as at 31st December, and all new proposals completed before that date will be entitled to a Full Year's Bonus.

C E L JARVIS,
General Agent.
Ritchie's Building, January 23rd, 1868. jan

CITY OF GLAGOW
Life Insurance Company
OF GLASGOW.

Incorporated by Act of Parliament.

GOVERNOR—The Right Honorable the of Glasgow.	
Subscribed Capital,	£600000
Accumulated Fund,	480,000
Annual Revenue,	103,000
Existing Assurances,	2,700,000

WALTER BUCHANAN, of Shandon, Esq., M. P., Chairman.

W. F. BIRKMYRE Esq, Manager and tuary.

VARIOUS MODES OF ASSURING.

Half Premium System, without bt on interest.

Endowment Assurances
Partnership Assurances
Short Term Assurances

THE "City of Glasgow Life Assurance Company" was established in 1838, by special Act of Parliament. It has now been conducted with much success for 25 years, which is attributable not only to the perfect security which it affords for the due fulfilment of every contract, but likewise to the Company's extensive and influential connections and to the liberality of its dealings.

The Premiums are equitably graduated The Profits are distributed with a due regard to the claims of all classes of Policy holders.

The last declaration of bonus was made 20th January, 1864, which is the close of the Companys financial year, when a Bonus at het rate of one and a half per cent. on the sums assured was declared for the past year. In place of the surplus being annually divided, the profits will in future be ascertained and allocated quinquennially Policies participate from the date of their issue, but the Bonuses do not vest until they have been five years in existence. Rates of Assurance and all other information may be learned from the Agent,

WILLIAM MACKAY,
Custom House Building

BONUS YEAR,--1866

Noth British & Mercantile Insurance Company

Of Edinburgh & London,

ESTABLISHED IN 1809.

CAPITAL, - - £2,000,000 *STERLING*

INVESTED FUNDS, (1864.)	£2,364,000 10 0 Stg
ANNUAL REVENUE, - -	564,000 16 2 Stg

FIRE DEPARTMENT.

THIS Company INSURES AGAINST LOSS OR DAMAGE BY FIRE Dwellings, Household Furniture. Farm Property. Stores, Merchandise, Vessels—on Stocks or in Harbour, and other Insurable Property, on the most favorable terms.

Claims settled promptly without reference to the Head Office

LIFE DEPARTMENT.

Ninety per Cent of the Profits are allocated to hos Assured on the Participating Scale.

INDISPUTABILITY.

After a Policy has been Five Years in existence, it shall be held to be indisputable and free from extra premiums, even if the assured should remove to an unhealthy climate after that time.

THE 6TH SEPTENNIAL DIVISION OF PROFITS will take place on the Close of the Books on 31st December, 1865. Policies opened in 1865 will share in the Division.

For Rates and other information apply at the Office of the Company on the Corner of Princess and Cadterbury Streets.

HENRY JACK,
GENERAL AGEN T

RUBBER GOODS.

No 90 Prince Wm, street.

THE Subscriber has just received a nice assortment of RUBBER GOODS, including Rubber Drinking Cups, Door Springs, and Mats; Rubber Camp Blankets and Waggon Boots: Rubber Hair Brushes, Combs, and Hair Pins: Rubber Bracelets, Cuffs and Sleeve Buttons; Rubber Piano Covers (green and gold); Rubber Pants and Leggin.; Rubber Chest Expanders: Rubber Whip Sockets and Interfering Rings; Rubber Base and Foot Balls. For sale Cheap.

aug 6 Z. G. GABEL.

FISHING TACKLE! FISHING TACKLE!

JUST received—Superior Limerick Hooks to gut: Hair and Silk Lines, Chain Grass Lines: Lancewood Tips, Floats and Bait boxes: Yankee-doodle Fish Hooks: Lenhart's Patent Spring Hooks: Superior Rods, Reels and Gut.

aug 6 Z. G. GABEL.

OUR STAPLES IN ENGLAND.

Messrs. Singleton, Dunn & Co., of Glasgow, state "Deals from New Brunswick and other ports fall considerably short of the liberal imports of last year." They quote:

From New Brunswick ports:

Deals,		
Spruce, per St. P. Std.	£7 0 a	£7 15
Pine, " "	7 0 a	8 5
Scantling, "	7 10 a	8 5
Palings, per 1000,	3 10 a	4 0

There have been two public sales of Deals, at both of which the attendance was large, though the competition was not in either case very keen. On the 29th ult. a cargo of poor quality Spruce from Nova Scotia was sold at 10½d. to 11d. per cubic foot for 11x3, 10d. to 10½d. for 10x3, 10½d. to 10¾d. for 9x3, 10d. to 10½d. for 8x3, and 9d. to 9¼d. for 7x3, while Scantling 6x3 realised 9¾. and about 3000 pieces of Pine Deals from 10d. to 11¼d. per cubic foot according to size. On the same day some Pine Deals from Quebec were sold at from 1s. 11½d. to 2s. 3d. for First Quality, and at 1s. to 1s 4½d. per cubic foot for Third Quality, according to size. On the 5th inst. some New Brunswick 11, 12 and 13x3 realised 10d. to 11¼d., and some Spruce Battens, 1¾d. to 1os. 16d. per lineal foot, while on the same occasion some New Brunswick Pine of very good quality 11 to 20 x 3 were sold at from 11¾d, to 13¼d. per cubic foot.

PIG IRON.—The following are to-day's quotations: Gartsherrie, 56s. 6d; Coltness, 57s. 9d; Summerlee, No. 1 56s. 6d; g m. b., No. 1, 54s. 8d; and Glengarnock, in Ardrossan, 54s 9d. Scotch Bars and Bolts and Nailroads are worth £6 17s 6d to £7 per ton.

COALS.—Steam are worth 7s per ton; House 7s to 8s per ton.

FREIGHTS.—There is a very good demand for tonnage to Boston and Providence, though as yet shippers have not been prevailed on to pay more than 10s. We continue our quotation of 18s to 19s for Philadelphia and New York, though but little has been done. We quote for the Mediterranean:—Coals to Genoa or Naples, 15s; Ancone, 15s 6d; Civita Vecchia, 16s; Trieste, 15s; Odessa, 12s 6d; Constantinople, 12s to 13s. Iron to Naples, 17s. To the West Indies little doing as yet; we quote: Cardenas, Matanzas, or Havannah, 16s to 16s 6d; Demerara, 20s. To Quebec:—Iron, 10s to 11s: Coals, 5s to 6s.

In Liverpool the prices are much the same. Messrs. Gibbs, Bright & Co, say:

SHIPS.—Very little doing. The following has changed hands;—*Wasp*, 1511 tons, built at St. John in 1853, classed A 1 6 years, £3,200. *Day Star*, 267 tons, built in Maine, U. S., in 1865, classed A 2 1 £659. *Idella*, 178 tons, built at Wiscasset, Maine, 1865, £525.

Freights.—One or two vessels have been fixed from the Clyde to Bombay for Coal at 33s. a 34s. Homeward from Java, 65s. a 67s 6d is offered to the United Kingdom, and 67s 6d can be had from the Rice ports. 70s. can be got from Chincas to United Kingdom. Newport to New Orleans for Iron, 18s and 5 per cent.; to New York, 19s 6d and 5 per cent.; and to Baltimore, 20s a ton.

Deals.—There have been no public sales during the week. By private sale several cargoes have been disposed of at £7 10s for St. John, and other ports at from £7 5s to £7 6s 3d. There is a fair demand, but with free supplies no improvement in prices can be looded for at present.

A HAPPY FAMILY.—A correspondent of the JOURNAL, who recently visited Beaver Lake, found an old barn in that locality very fully tenanted. It contained a family consisting of a father and mother and eight children; also five cows, about as many pigs, one or two goats, and several hens, ducks and geese. The partition between the human bipeds and the quadrupeds, &c., was very slender. The family lives in part by making and selling butter, but where the butter is sold our informant positively refused to say, alleging that this was one of those cases in which "ignorance was bliss."

BREACH OF PROMISE OF MARRIAGE CASES.—An action for breach of promise of marriage appears to be a less certain means of making money than it used to be. Mr. Baron Bramwell lately remarked, while dealing with one case of the kind, that when a man or a woman found out they could not agree it was better for them to break the engagement than to keep it. Perhaps the sum of human happiness would not be materially diminished if many persons now married had acted upon this conclusion. Juries, like judges, are becoming submissive to the argument that the sort of persons upon whom hardship is really inflicted by this breach of faith are not those who estimate their sufferings in pounds sterling. Yesterday an apparently hard case of this kind was tried at Leeds. The young lady of course had "considerable personal attractions," and the damages were laid at £5,000. The wedding day was fixed, the friends were invited, and the whole party met at church—with the trifling exception of the bridegroom. He wrote two days afterwards expressing his regret that "things had occurred differently" to the young lady's expectation, and hoped this explanation would meet with her approval. It did not. The action was brought, and the jury gave only a tenth part of the amount asked. If a case of this kind, where some cruelty appears to have been shown, is so treated, the chances of other spinsters finding a solace for wounded affection in a court of law are decidedly bad.—*Pall Mall Gazette.*

ST. JOHN YOUTHS ABROAD.—The *Globe* says: We notice by our Scotch exchanges that Lucius Cary Allison, A. B., son of Edward Allison, Esq., of this City, and Robert Philip McLaren, son of Dr. McLaren, also of this City, have successfully passed the necessary examinations, and that the degrees of Bachelor of Medicine and Master of Surgery have been conferred upon them by the University of Edinburgh.

DEATH OF MR. BOWES.—We regret to have to announce the death of Mr. Bowes of the *Borderer*, which occurred on Saturday. He has been ill for some time. His death will be sincerely regretted by a large circle of friends.

THE WARD BROTHERS have addressed a note to the editor of Bell's Life in London, proprosing to row any four English beatmen a race of five or six miles for $5000 a side, the race to take place in England or America, as shall be agreed upon.

THE ELECTORAL CRISIS.

[From the London Times, August 4]

We have now entered on an interval which has long been looked forward to with the most anxious interest. Four months—too long for a general election, short indeed for a revolution—are given to the British people, in a greatly altered and enlarged sense of that title, to choose the new rulers to be entrusted, it must be added, with a new task and a new responsibility. As everything else has changed, it cannot be doubted that the work will change, and that this interval is an interregnum between an old and a new order of things. According to some prophets we have shot Niagara," and now comes the question where shall we find ourselves afterwards. It is a point on which we have not ourselves been so desponding as many liberal politicians, but we must confess to a natural curiosity to see the turn things will take. A straw will tell which way the wind blows, but by the time the straw has moved there are generally more striking indications. The first indication that presents itself is not a little extraordinary. Only one of the new seats created by the Reform acts of the last two years can be said to have been secured, and that is the seat for the University of London. Among a crowd of candidates, all distinguished and popular, its choice has evidently, and no doubt finally, rested on the man who has the credit of being the ablest, most determined and most successful opponent of parliamentary reform during two out of three years to which this struggle has been protracted. Here is a double paradox. The University of London has been regarded, ever since the foundation of the college in which it was cradled, as the supreme effort and perfect work of liberalism. It was to be the fruitful parent of secular ideas and popular movements. Thirty years ago it seemed more than conceivable—it appeared highly probable to many educated men—that a university on the principles of Gower street would revolutionize the country. Such a university we have now, and the first name it is about to enroll in the list of its representatives is the man who, till a few months since, was straining every nerve and perilling a great reputation to turn back; if possible, the tide of parliamentary reform. It is very true there was much to distinguish Mr. Lowe's opposition from that of most other men whom the chances of war had thrown on his side. As the actual power of this great empire was in the hands of the House of Commons, and therefore very largely in the hands of the constituency, he urged the necessity of securing, as far as possible, the moral and mental fitness of the men to be newly invested with this immense responsibility. That is a very different matter from *the old very doctrines of innate virtue and divine right in every corruption, every abuse, every abomination and every monopoly that could claim a prescription or answer a purpose.*

MINISTERIAL APPOINTMENTS—Lord Mayo is designated as the next Governor-General of India. Sir Stafford Northcote aspired to the office, but his claims are to be set aside in favour of the Earl of Mayo, the son-in-law of the powerful Tory peer, Lord Downfield. Merit alone would certainly never have entitled him to the post, for Lord Mayo, though a kind-hearted and amiable man, has never shown a spark of ability above the common order, and blunders through his speeches in a manner that is truly painful to listen to. Yet this is the man whom Mr. Disraeli delights to honor; and for his sake Sir John Lawrence is to be hurried home some months before the term of his office has expired. This has rendered the Whigs furious, as they had counted on this splendid prize falling legitimately to their share, in case of the elections giving them a majority, for Sir John's term of office will expire, as a matter of course, in the spring of next year, and it is only to oblige the Minister, and from a natural impatience to return to England, where his family have already arrived, that he thus antedates his departure from Calcutta. There is already a threat that if Mr. Disraeli does send out Lord Mayo, and the Whigs have the chance, they will recall him as soon as he gets there.

It is fair to add that the same resentment is not entertained against some other appointments of the Minister, such as those of Mr Ducane to the Government of Tasmania, and Sir James Fergusson to South Australia. Mr Ducane has been the Civil Lord of the Admiralty, and in that capacity has shown himself a good man of business. Sir James has filled two or three subordinate offices very creditably, and, in addition to that, took charge of the Scotch business in the House of Commons during the whole of the previous session, and for a considerable dortion of the last, till, in fact, the Lord Advocate was able to find a seat for himself. He goes out to a troubled colony, as his predecessor, Sir F. H Manners Sutton, has contrived to entangle himself in the feud that has lasted so long between the two Houses of the colony and Sir James will have need of all his prudence and skill to conciliate the contending parties, and to keep himself out of the vortex of their disputes.—[London Letter.

☞ The following news has been telegraphed to the Duke of Buckingham, from Victoria:—"The Darling grant has been dropped, the deadlock terminated, and the public payments resumed."

Lincoln Cave, seven miles from Springfield, Missouri, is said to rival the Mammoth Cave in size and splendor.

The man who was capsized from a boat was asked how he was getting on. "Swimingly," wsy the reply

New York smokes 75,000,000 cigars annually.

More than 1,800 vessels are employed on the lakes, and more that 2,000 steamers on the rivers of the West.

Lord Napier has sent an Abyssinian Bible to Gen. Grant.

Ninety locomotives are now in use on the Union Pacific Railroad, and one hundrerd and seven others have been ordered.

Prince Arthur, K.G., having completed his studies in engineering and fortification at the royal engineer establishment, Brompton-barracks, has left the garrison on leave of absence until the 1st of November.

THE FENIAN PENNY SUBSCRIPTIONS.—Some time ago a "Penny collection" was set on foot for the relief of the imprisoned or executed Fenians, and the result has been the collection of a sum of £856 0s 6d. —*Dublin Express.*

For the "relief of executed Fenians!"?

We are informed that the net proceeds of the Catholic Pic-nic at St. George reached the handsome figure of $1500 gold.—[St. Croix Courier.

NOTES OF A HOLIDAY TRIP "OUT WEST."

Having out of loyal deference to the wishes of "Victoria by the Grace of God, Queen" and so forth, His Honor the Chief Justice, the High Sheriff of the City and County of St. John, and other distinguished persons, authentically expressed, given my personal attention to certain proceedings which were being carried on ia the Court House in the City of St. John during the greater part of last week, I have not been able to get forward with my "Western Holidays" as rapidly as I could desire, and I feel that I must now bring them to an end as soon as possible lest the subject become stale. I must not at present pause long at the first great city of the Plains, the site of which comparatively young men remember as a quagmire and which now claims nearly 300,000 inhabitants. Chicago is the most characteristic of the cities of the United States; it represents more of the native energy, and hopefulness of the people and exhibits better the transforming power of modern human labour, based on the agricultural resources of a great country, than any other American city. And it bids fair to hold its own in the future with New York and Sanfrancisco, the two cities most geographically favoured and likely to gain most by the building of the Pacific Railroad—though all seaboard cities will benefit by that great work—or with any rival city in the great North West which may spring up. The prairirie marsh has been filled up; it has by indomitable labour been raised 20 or 30 feet; it has been supplanted by magnificent wharves running mile after mile along the lake, by spacious and well paved streets, by broad avenues upon which are found substantial and beautiful buildings, stores, workshops, marts, and also markets for grain, lumber, beef, pork, cattle, (the great stock-yard is some distance from the city proper though possibly not beyond its limits,) hides, &c., the largest in the world. Nor is it the progress of the merely material that strikes the eye in Chicago. Though its Eastern rivals sometimes speak of it as if it were "the wickedest city" of the continent, it appears to be a "city of churches" which about it avenues, of schools, colleges and literary and scientific institutes of a high order. One of these, the University of Chicago, or rather the Dearborn Observatory, is in possession of the largest refactor in the world, though it is said as yet not to have been much used, and it certainly has not become so famous as that which is perhaps the next best refractor on the continent, that connected with the University of Michigan and which the discoveries of Professor Watson have made known to the *savans* of Europe. This great city has vanquished one of its greatest disadvantages regardless of cost. Situate at the mouth of the Chicago river which flows into Lake Michigan and carries into it all the impurities of the city, and is one of the filthiest and muddiest looking rivers we have ever seen, not excepting the "Big Muddy," the inhabitants were in a bad plight for water. The "oldest inhabitant" gives a doleful account of the situation of the citizens in this respect. But a couple of miles from the shore of the Lake the water was found to be pure and good. Why could it not be introduced into the City and diffused all over it? The like had never been done, but that was no reason why it might not be done. It would be as great a work as the building of a Pyramid only infinitely more useful. It was done. A crib in the lake carries down the water to a tunnel beneath, two miles in length, by means of which it is brought into the city. It is then by huge steam-pumps, raised to the proper height and diffused all over the city. If I rightly remember, the officer in charge, told me that the quantity of water supplied to the city daily was eleven millions of gallons; it can be supplied to the extent of eighteen millions of gallons daily. This large supply, seconded by a thorough system of sewerage which is being extended all over the city, makes it as healthy as most cities of equal population. The best place for getting a panoramic view of the city and its surroundings is from the top of the Court house in a clear day. From that point you can mark the three great divisions of the city, North, South, East and West. The South is the great business centre, with its Lake street which is called the Broadway of Chicago, its Clark street which is full of life in the evenings and of immense length; its great hotels, banks, exchanges, shops, newspaper offices, &c. It is this division of the city with its noble avenues and its magnificent railway depot that the traveller who arrives by the Michigan Central first sees and it makes a most favorable impression on his mind. The Northern part of the city, though possessing good natural advantages s vastly inferior in respect to its residences and buildings. The West is appropriated to private residences. From your elevated point of observation you mark the different bridges over the river, you see the fleet of vessels of various sizes which cover its surface, you see the crowds of passengers and the long row of carts and carriages whose progress has been arrested by the opening of the draw-bridge to permit certain vessels to pass; soon it will be swung back to its place and the living stream move over.—Soon however this living stream or part of it, will move beneath through a tunnel which is now being built: if it succeeds well others will follow. You see the smoke of its manufactories which are already numbered by hundreds and you get a fine view of the Lake whose cooling breezes, gaining strength by four o'clock in the afternoon, are so grateful to the Chicagoans in a very hot summer day, and on which pleasure steam and sail boats are ever plying.

I was very much gratified with what I saw of Chicago, not only because I met several New Brunswickers there whose attentions made my visit agreeable, and who bid fair to rank among its most prosperous citizens, among whom I may especially mention Messrs. Ferguson Brothers of St. John, but on account of the hopeful spirit, I might say the enthusiastic spirit, which animates the people. They appear to think that there is no place like Chicago; that its grand career is only beginning; that every immigrant who pours into the prairie states of Illinois and Iowa: nay, into Wisconsin, Kansas, Nebraska, Minnesota, and the territories soon to be States, which lie beyond them, must contribute his quota to the wealth of Chicago, and these immigrants must, in a few years, come not by hundreds or by thousands but by millions for, for every million of inhabitants such prospective granaries of the world as Illinois and Iowa now contain, they ought at least to have ten, and so with all the Territories and States which lie between the Missouri and Salt Lake, and between the country of the Saints and Sanfrancisco. No St. Louis, situated on a great river though it be, no New York with its ocean commerce, no Sanfrancisco, blending the commerce of the old world and the new, can distance Chicago in the future race of the great cities of the world. There might easily be stretched across British America, from the Atlantic to the Pacific, a shorter and better public thoroughfare connecting the East and the West than the great Pacific Railroad now in progress, and which, if built, would secure to Halifax and St. John and Montreal and Victoria a degree of prosperity, the extent of which can hardly now be estimated; but there is no central power to secure the immediate building of such a road, nor would its construction render unnecessary the great Pacific Road which will soon connect Chicago and Sanfrancisco and all the great cities of the continent. Both roads between the Atlantic and the Pacific, and probably others besides, the route of which shall be governed not so much by political as by commercial considerations, will soon be required and must in the interests of humanity be built. Meanwhile Chicago and the West have the advantage, and are supplying homes to the hundreds of thousands of poor Europeans who pour into these fertile vales. Pity the prairies of the Red River and the Saskatchewan are not made as accessible!

I left Chicago by the Galena branch of the Chicago and North Western Railroad for Council Bluffs on the Missouri. I was accompanied by Mr. J. W. Gilmor, late an *attache* of the MORNING JOURNAL office, and who is now, like several other representatives of "Young St. John," they feel already as if they represented "Young Chicago," seeking a home in the West.

ACROSS THE PRAIRIES.

We were at the Station of the Galena division of the North Western Railroad a few minutes before the hour of starting, which was 3 o'clock, p. m., and had time to look at the passengers who were taking their tickets. There were men wearing linen coats bearing dark streaks, the results of the perspiration of the wearer, the heat being excessive. There were gentlemen with heavy overcoats on their arms—when they expected to use them I could not imagine, but I found out before we got in sight of the Black Hills on the Rocky Mountains, and of the snow-peaks on the far distant horizon. The overcoats were useful then, and those who had no warm clothing at hand could not but envy the more fortunate owners of these travelling requisites. There were sportsmen, not a few, carrying rifles and fowling pieces carefully encased in leather. They were bound for the region of the buffalo, and had, in several cases, come from far distant countries. There were Germans who could not, or would not, understand the rates of fare for themselves and their families, and who tried hard to get a few of the children "thrown in." There were Railway "navvies" pressing on to the great road, and Western miners returning to the scene of their labours and perils in Idaho, Colorado, Dacotah, etc, and very entertaining companions they proved to me. To see a man wearing thick grey woollen clothing, in a hot day, a belt with a great bowie knife on one side, a Colt's revolver on the other, and a dozen or two of cartridges between, was to see a fellow-traveller whose acquaintance, it might strike you, at first sight, you would feel little disposed to make, even though you saw him hanging up his belt in the cars as you would hang up your carpet bag. Yet when brought into contact with him you might find him gentle, courteous, warm-hearted, a man whose life had been one series of exploits and perils, and who could not now exist except amid such scenes. You might find him scrupulously conscientious and modest in his narrations, and yet he could tell you of personal adventures which proved that he was a genuine hero—of journeys in which he narrowly escaped death from cold or utter want of food; of encounters with ferocious animals, and more furious human or inhuman beings—the Sioux and Cheyenne in particular. Many a friend of his they had killed; many a one of them he had killed, sometimes fighting a dozen at a time. Mounted on their ponies, armed with their arrows, they would make a rush upon him on the plains; they rarely attack in the mountains where they cannot use their ponies. He would take off his cap, place it on the ground throw a few cartridges on it so as to be quickly picked up, bend upon one knee, cover the nearest with his rifle and turning round hold his enemies at bay who seldom would retire before a few of their number were killed or wounded. Several such men I met; their hearts were large; this is a characteristic of Western men. Living on the great prairies or plains or in the fastnesses of the mountains of a country inconceivably vast, their minds and hearts share in the expansion of the great physical world around them. Their lives are unwritten poems; their deeds would embellish the page of history. You part from such men with unspoken benedictions and you tell them that you think that having been so successful in the past you hope they will not tempt fortune in the future. But the hour for starting has arrived; we are off and as we strike up a little acquaintance with our fellow-travellers we are moving on, on over the prairies of Illinois. I cannot describe with what feelings of novel delight I first cast my eyes on these smiling vales. Far as the eye could reach on either side there stretched out before you a level expanse of country fringed with crops of wheat, very tall Indian corn, with its beautiful broad green leaves, various other grains and also hay and potatoes. At times neither wood nor water could be seen but only the dead level of the prairie. It is as if you were out on the great ocean. If it could be suddenly solidified, coated with tall grass, and fringed with human settlements, with the crops of various kinds which follow them, and marked here and there with a great highway, it would resemble the prairie. But this is rather the statement of a great fact than a figurative illustration. Those great prairies were once oceans. That rich black mould whose strata of decayed vegetation possesses inexhaustible nutritive powers covers the surface of primeval inland seas whose remaining waters are now drawn off by such great rivers as the Missouri, the Mississippi, the St. Lawrence, and their tributaries. The mountains not now in sight formed the coasts or islands of those ocean basins, and the passes through which the locomotives now rush were the straits in which the monsters of the deep disported in days gone by. And those primeval seas will be modern seas as well—over them will roll a great tide of human beings, who will be numbered by hundreds of millions, and whose lot may be far happier than most of their fellows in the over-populated down-trodden regions of the old world. The traveller as he rushes along and marks what is going on may say with Whittier:—

I hear the tread of pioneers,
Of nations yet to be—
The first low wash of waves where soon
Shall roll a human sea.

The rudiments of Europe here
Are plastic yet and warm;
The chaos of a mighty world
Is rounding into form.

The crops are magnificent. It is haying time. There are men and women in the fields, and the mowers, riding leisurely on horseback, are doing their work in grand style with labor-saving machines, but for which the crops of the prairies could not be cut down. As it is difficult to find men enough to save to them at incredibly high wages, and sometimes vast fields of grain are "fed down"—this being the simplest mode of dealing with these grand prairie argosies. As we approach the Mississippi the country becomes less monotonous and more charming, as if in anticipation of the rolling prairies on the other side of the big river. There are little clumps of forest—how grateful they are to the eye, as grateful as objects on the ocean horizon. Even a few poplars, standing as stiff as soldiers on drill, are welcome, and the osage hedges are not to be despised; they certainly look better than the wire-fences sometimes seen. Wood is scarce in Illinois, and a little quantity goes far. It was very pleasant to see the Rock River, thirty miles East of the Mississippi, after having been for some time without seeing water, for trees and rivers and more or less diversity of hill and dale go together. Though water is not abundant, I did not hear that any practical difficulties were felt in regard to finding wells in the prairies, or even on the plains. All along the line of the Pacific Railroad on the comparatively arid plains of Nebraska, and even in the mountainous regions of Dacotah, water, at various depths, was found, and the wells and the cars were well supplied. But the drawback of the prairies is, no doubt, the limited supplies of wood and water, and the somewhat depressing influence on the human spirit of a constant residence on such vast stretches of a dead level country. On the other hand these lands are easily worked, and are practically inexhaustible, as regards fertility. They require little labour, and no manure for any crop. No wonder that they attract the bulk of the immigrants of Europe, and that forest lands are at a discount. No wonder that this great State of Illinois, in which more than one hundred and twenty millions of dollars have been spent on Railroads, and which is now building a three million dollar State House in Springfield, has already attracted a population of not less than two millions, and was able to send an army of 240,000 men to the defence of the Union.

It was between nine and ten o'clock that we reached the Mississippi. We looked out for the first sight of the "Father of Waters" with the greatest interest. Great jungles of trees lined its banks; little islets slept on its broad and placid bosom; the stars mirrored themselves on its clear waters, for they seemed clear and bright, not like the muddy Missouri. The bridge, at this place, for the Mississippi rejoices in the possession of several bridges, was of great length. Advantage had been taken of the islets as a