OTTAWA, May 10th.

Messrs. Hatheway, Fraser and Wedderburn arrived to-day on the Better Terms mission.

After Blake's amendment is disposed of, it is probable that another amendment will be moved, declaring it inexpedient to proceed further with the Treaty Bill till the present difficulty between England and the United States is settled.

To-day Hincks moved that the House on Tuesday, go into Committee to consider the resolution to abolish duties on tea and coffee after the 1st of July next. Carried.

In answer to Galt Sir John said the Imperial Government had applied for information on the subject of the San Juan boundary question, to assist them in making up the case to be submitted to the Emperor of Germany. Such information as they had was forwarded, and the British Columbia Government had prepared and forwarded an elaborate statement of the case. The debate after the second reading of the Treaty Bill, was resumed.

Mills spoke till six in opposition to the treaty.

Howe and Gray spoke in support of the Treaty till after eleven when it was agreed to adjourn the debate, and resume it on Monday, and if possible, to take a vote on Tuesday.

Bowell asked if it was true that the Imperial Government had placed the alternative before Canada of accepting the Treaty or separating from the Empire. He had certainly heard the leader of the Government say "hear hear" to a statement made by Galt and if it were true he would vote for the Treaty, though he was opposed to it. He would vote against Blake's amendment, but would vote square against the Treaty.

Sir John said that in no communication, either public or private, had England held out any threat of separation to, or even coolness in her relations with, Canada. If Canada rejected the Treaty Canada was perfectly free to act, without any danger of such consequence. He would not have done so had it not been that England had promised to give notice of the abrogation of the Treaty at the end of ten years. By that time Canada would be prepared for separation, and would get back all her rights, except sovereignty of the St. Lawrence.

Howe followed, and amused the House with a lot of anecdotes.

After recess the Bill to incorporate the Halifax Banking Co. was read a second time.

Galt then resumed the debate on the Treaty. He said he could not discuss the Treaty on its merits, as it was highly objectionable to him; but the question was, what produced the change in the mind of the Government as contained in their last despatches. He did not consider it was fear of European complications, but he believed that England had placed an alternative before our Government that they must accept the treaty or cut connection with England. He believed it was both to the interest of Canada and the Empire that separation should take place. It was the only remedy against annexation, for the treaty was a step towards annexation. He did not believe public sentiment was sufficiently educated to take separation, and therefore he would support the treaty.

OTTAWA, May 13.

In the House to day, Cartier called the Speaker's attention to the fact that a number of the members were smoking in the House.

Before the debate on the Treaty commenced, McKenzie asked if the Government had received any official news of the state of negotiation between England and the United States.

Sir John said he had received a telegram from a private source from England, stating that the prospects were good for a settlement of the question, and that an explanation would be made in the Imperial Parliament to-day. He also read press despatches which would appear in the evening papers, he having received an advance copy.

Bodwell resumed the debate on the Treaty, and concluded his speech against the Treaty, by moving, seconded by Anglin in amendment to the amendment, that having a regard to the existing differences between the United States and Great Britain, concerning the proceedings necessary to give effect to the Treaty, it is inexpedient to proceed further at this time with the said bill.

Sir John ridiculed the idea of the follower of Blake's moving an amendment to his amendment, and challenged the leaders of the Opposition to deny if they could, that they we not the real authors of the amendment.

Mackenzie said events had transpired since Blake's amendment was moved which rendered this further amendment necessary.

Hincks advocated the adoption of the Treaty both for Imperial and Canadian interest. Though it was not all he wished, he maintained that the Imperial guarantee would be equal to the saving of one and a half per cent. upon the forty millions we had to borrow.

Helyard Cameron passed an eloquent eulogium upon the Premier, which was loudly cheered.

Six o'clock the Government received a report of the Bay Verte Canal Survey, the estimated cost being twelve million dollars. The Engineer estimates that there will be 25 million cubic feet of earth, and 2 million cubic feet of stone to be removed.

The New Brunswick delegation have an informal interview to-day with Tilley; tomorrow they will submit to a Council a statement of the value of the export duty on lumber, which will be lost by the Treaty.

Annand, the Premier of Nova Scotia, arrived here to-day.

Ross, of Cape Breton, spoke against the treaty and the House adjourned.

The Treaty.

Our despatches seem to show that negotiations between England and the United States have not been absolutely broken off. The Treaty was given up as lost on Saturday, at Washington and at Ottawa. The following Washington despatch, from a New York paper of Saturday, will help to explain the telegrams we publish to-day:

The Geneva arbitration is now acknowledged to be at an end, the British Government having replied to the suggestions of Secretary Fish in a way which precludes any further action by the tribunal with the consent of Great Britain. The answer was received to-day in terms sufficiently explicit to show that the Treaty has failed and that all hopes of a settlement are past. In effect, our Government is advised that the United States, having presented as its ultimatum that the question concerning consequential damages must be disposed of by the Geneva tribunal, and having rejected the proposition of Her Majesty's Government that the principle contended for might be established in a supplemental treaty, Earl Granville has replied that it is impossible for his Government to consent to arbitration upon a question which it positively declares is not within the scope of the Treaty, and therefore not a proper subject for consideration by the tribunal appointed under the Treaty.

It is understood that the entire correspondence will now be sent to Congress, and that the administration will take no further steps in the matter without action on the part of that body.

If the question is again reached through negotiation the President will insist that the duty of neutrals shall be defined, and that it shall be expressly agreed that neutral nations shall apprehend all vessels escaping from their ports to assist belligerents in time of war. This, it is believed, would either prevent the escape or secure the capture of semi-pirates like the Alabama.

COAL AND BREADSTUFFS DUTIES AGAIN.—We cannot think there is any truth in the intimation contained in the Ottawa despatches to the evening papers that coal and breadstuffs duties may be again imposed. We have high authority for saying that no new duties will be proposed in the present Parliament.

Weekly Telegraph.

ST. JOHN, N. B., WEDNESDAY, MAY 15, 1872.

Increasing Importance of Agriculture.

When so many efforts are put forth by the press for the purpose of stimulating manufactures, and securing the construction of public works, it may seem to some that these may be promoted at the expense of our agricultural interests. Such an idea, if entertained at all, is very erroneous. There can be no rivalry between manufactures and agriculture. Increase of the number engaged in manufacturing, mining and fishing, means an increased demand for the products of the farm.

The cities of Canada, especially those of the Maritime Provinces, are destined to grow rapidly, as new factories are continually going up and old ones are greatly increased in extent. The fishing grounds, in any case, will require the labor of a great many more men than at present. The great public works to be constructed will employ thousands. The manufacturers, the fishermen, the railroad and canal builders must be fed.

Shall our farmers supply the increased demand, or must we depend on importations? The matter is largely in their own hands. Every one of them has the ability, if he has the will, to put a few more acres under cultivation. Labor may be scarce, but with a supply of the improved agricultural machinery obtainable this scarcity need not interfere with a large increase in the present yield. He can also use his influence and his means to settle his sons on new farms instead of driving them out of the country "to seek their fortunes," as he often does by his grumbling over his lot.

To make farming interesting as well as profitable, it must be made a study. The farmer must educate his sons. They must learn to find in the soils they plough and the plants and roots they cultivate intellectual food. Once lead men to look upon farming as a science to be studied, and thousands will follow it who would scorn it as a mere trade. Every day demonstrates the fact that men will perform certain amounts of physical and brain work for a dollar who would not have done the physical alone for five dollars. No matter how severe or menial a man's work may be, he does not shrink from it or despise it if it appears to him to be the working out of one of the links of the chain of a grand theory. Education will not only enable the farmer to idealize his profession and feel pride and see dignity in it, but it will add largely to his profits, as it will give him an accurate knowledge of soils, from which he may deduce the correct methods of cultivation.

Our pride in the rising manufactures of the province is increased by the knowledge that it means success to the cultivators of the soil, and encouragement for the new settlers who are expected to make homes on our wild lands. The farmer's prospects brighten every year. Every railroad built opens a new market for him. Every factory established brings him new customers. Every public work begun creates a large demand for the produce of his fields. He obtains cash for every thing he has to sell, and obtains what he requires at the lowest rates. Implements are ready to his hand with which he can do the work of a dozen men without assistance. There are no substitutes that may be used instead of his productions. All other interests look to him for food. His profits are nearly the same whether the average yield is plentiful or not, as a year of scarcity means large prices for what is raised.

Farming gives to those who follow it aright, health of body, independence of action, intellectual food for contemplation, and a steady increase of property. So many farmers lose sight of this that it is well to remind them occasionally of the fact.

When all the advantages of farming are considered, it is marvellous, to any one but a student of human nature, to see men sell lands, houses, and herds for the purpose of attempting to gain riches in other countries by mining or otherwise. God only knows how many once happy hearts are now aching in California and elsewhere for the homes carelessly parted with in these provinces.

Perhaps the greatest cause of the lack of progress so visible in many agricultural districts is the evil habit of cherishing a vague intention of selling out and moving away at the first opportunity. There is a lack of that home feeling which places the homestead out of the reach of the speculator in some countries. Nearly every man is ready to sell out, if what he considers the value of his property is offered, and move to some other district, county, or country. Swamps are not cleared, fields are not drained, buildings of a prominent character are not erected, trees are not planted, simply because the owner of the land feels conscious of the uncertainty of his continuing to reside on it. This feeling, which is in nine cases out of ten, only a dim possibility, is most mischievous. It prevents the adornment of thousands of homes and the improvement of thousands of farms. It keeps men planning their work from day to day who ought to plan it ahead for years. It builds fences of slabs and brush instead of cedar rails. It patches up old buildings that should be torn down and replaced by new ones. It sends some men to the tavern to loaf away the time not required for planting and harvesting, and sends the industrious out to work by the day for the purpose of getting money when they ought to be preparing for putting in larger crops at the next planting.

There is another habit prevailing among our farmers which must be abandoned before they can reap the full advantages of the situation—a habit partly caused by reasons already given, and partly due to a weakness for ready cash that is common to humanity in general. It should be treated to a whole column of denunciation. We refer to the habit of investing the profits of the farm in stocks, bonds, mortgages, or depositing them in the banks instead of using them for the purpose of extending farming operations. Some men seem to forget that there can be no better investment for the profits of a business than the business that produces them. The merchant instead of swelling his bank account with his profits increases his business. He invests nothing outside until his operations are as large as he feels capable of controlling properly. But the prosperous farmer appears to labor under the insane idea that his land and his stock are producers of profit that should be put in the Savings Bank, or invested in railway shares. Instead of making large profits by improving the extent and quality of his farm and increasing the number of his cattle he locks it up in some monetary institution. If any one doubts this let him remember who were the chief sufferers by the Scovil failure, and ever other banking collapse that has ever taken place in the province. It is from the farmers that the cry of anguish arises after every crash of this kind.

It is to be sincerely hoped that the farmers of New Brunswick will open their eyes to the superior position they occupy, the advantages within their reach, the great future opening before them, and resolve to remain where they are, to improve their lands, to supply themselves with improved machinery, to beautify their homes, and leave shipbuilding, milling and lumbering to others, *as a rule*, to which, however, there may be exceptions, justifiable by peculiarly favorable circumstances.

New Houses Needed—What are the Capitalists and Building Societies About?

Every one will admit that there never has been a greater want of house accommodation in this city than there is at present. The subject is as widely discussed as the weather. Everywhere the cry is the same, "We want house room," and the reply is as general, "You can't get it," either in the city or in Portland. House rents have increased, new houses have been built, and old ones repaired and enlarged, but still hundreds clamor for homes for themselves and families. The great activity that pervades all our industries has drawn several thousands to our city. Ship carpenters who had scattered to different parts of the Provinces when shipbuilding failed have returned and filled up every house in the vicinity of the building yards. Families have come from abroad and from the small towns in the country to seek employment for their sons and daughters in our numerous and rapidly extending factories. Many more would gladly come and help to supply the demand for various kind of labor, but they find it impossible to obtain house room, and are consequently compelled to remain away. But the cry for more and better house accommodation comes not alone from the working classes, but from many who are able and willing to pay from $150 to $300 a year rent. Young couples beginning the world want a comfortable flat with a few rooms well arranged; but they cannot get such a thing, and they must either take a house much larger than they have any necessity for, or go to a hotel or boarding house, and deprive themselves of all the feelings and associations that should group themselves around *a home*. The matter assumes a very serious aspect when we reflect upon the effect such a state of things must have on the property of our city. We all know what a wonderful influence the homes of a people have in their prosperity and happiness. The hearthstone is the centre from which must radiate a people's power, and whatever tends to destroy home influence and disturb social and domestic relationships must of necessity tend to destroy the health and happiness of a city and country. We can trace in the United States and France the evil effects of a want of home life. Half the population of New York and Paris have no idea of what a home really means. They live in hotels and restaurants and clubs, and do not want to be afflicted with children and servants and the cares and duties of household life. They live in constant excitement and dissipation and pleasure, and are ready to furnish ample material for revolution and civil broils, at the shortest notice. If they have children, the poor little unfortunates are tossed about between hotels and railcars and steamboats, sighing for the congenial atmosphere of home, and growing old in habits and manners, before they have had time to mature into proper childhood and youth. Thus they grow up into thin, puny, nervous and wretched looking beings so often to be met with on this side of the Atlantic and in France. Let any one curious on this subject procure the statistics of these cities we have referred to and mark the effects of the system of living that prevails on the population, the health, and the happiness and prosperity of the inhabitants, and he will at once realize the national losses caused by the want of houses and homes.

But the enquiry will naturally come, How do you propose to avert this evil which has begun to make its appearance among us? We must have proper houses erected in our city and its suburbs to afford accommodation for those who are at present compelled to live in hotels and boarding houses. What we want is what we find in almost every other city but this—houses built in blocks suitable for families of different sizes and circumstances. With us many build houses and suit themselves, which means, that they will suit nobody else. They build regardless of all plan or proper arrangement, and [illegible] in getting under one roof all ancient and modern inconveniences. Then, when we think of the vast difference between building a single house and finishing the four walls outside, and building say fifty houses in a row and on proper architectural principles, he must see what folly it is to build as most of our people do in this city. If it were only the valuable land that is wasted between houses in building as we do, one would think that it would be given up. But think of what is saved, in addition to the ground, by building rows of proper tenement houses. Ask the carpenter, the mason, the gas-fitter, and all who have to do with the erection of houses, and they will all tell you that a very large amount is saved by building a row of say fifty houses on the same plan and joined together. The quantities of stone and brick and lumber would be fully a third less to begin with, and those who would take the job of building the whole could, of course, purchase material to better advantage than any one could do who buys only enough for one house. In the city of Halifax we find parties putting up blocks of dwelling houses to sell or to rent when finished. They are built on a good plan, with all the family conveniences. They add to the appearance of the city and afford many families substantial and comfortable homes. Being built together there is no ground lost between them; the arrangements for gas and water are complete and uniform, and the prices at which they sell and rent are found satisfactory to both the purchaser and the occupants. To build fifty separate houses, differing in size and style is, of course, a very different thing from building the same number in a row or compact block. When landlords tell us that it will not pay to build and rent houses in St. John, they, of course, mean that the old system of building separate houses on land paid for at a heavy rate per foot does not pay, and surely it is not to be wondered at. There is no doubt, however, that if the matter were properly taken hold of by some of our enterprizing capitalists, or of a company, or by our building societies, and if regular city blocks were erected according to a good plan, it would be found one of the best paying speculations in which capital can be invested. No doubt there are serious obstacles thrown in the way by such owners of land as will neither build on it, nor sell it at a fair price. It is probable, however, that the increasing taxation and its more equitable distribution, may soon cure this evil.

Like all cities built on peninsulas, Saint John must retreat from the shore and pour itself, as we see it is doing, into the valley across Courtenay Bay, and over the rocky slopes that surround it. In ten years hence a large part of St. John will be found out on the hills towards Lily Lake, and on the lands across the flats; and if we were wise we would at once secure ground enough for a public park for our citizens, before the value of the land becomes so great that we cannot afford to purchase it. There can be no question about the future of St. John. She has the ball at her feet. Her open harbor, defying the keenest frosts of winter to close it for an hour, her magnificent river, navigable for some three hundred miles, her system of Railways already built and in course of construction—these and many other things are in her favor, and nothing can rob her of them. Her present great want ought, however, to be at once supplied. Who will come forward and build homes for the increasing population? Who will stimulate trade and commerce by bringing to our merchants more purchasers, to our English manufacturers more laborers, to our city more citizens, with wants to be supplied, with heads to think, hands to labor, and hearts to feel and sympathize with our expanding energies? We believe that those who bring the needed remedy will be the benefactors of St. John, and will reap as the fruits of their enterprise, a plentiful return for whatever capital they may devote to this purpose.

Our Rivers and Harbors.

The Minister of Marine and Fisheries calls attention, in his Report, to the destruction of navigation and river fisheries caused by the refuse from manufactories, and urges Parliament to interfere early and effectively for the abatement of the nuisance. Perhaps there are no more prominent examples of this evil than may be found in New Brunswick, notwithstanding the fact that we have had and have attempted to enforce laws for the partial prevention of the filling up of rivers with refuse. The St. Croix has grown shallower and shallower, until the need of an appropriation for deepening and widening the channel has become seriously felt. Above tide water refuse has accumulated to an extent that causes the mills to be "hung up" on account of back water many more days out of each season than formerly, and in many parts of the river, especially the broader parts, between the upper and lower dams, acres of logs are constantly aground on islands of edgings, sawdust and bark. At Union Mills a cry arose against Milltown, and at Milltown arose a wail of indignation against Upper Mills, and the manufacturers on the lower part of the stream have been vainly endeavoring to secure their wheels from being choked with edgings from mills higher up by employing men to watch and inform against all workmen who violate the law against throwing refuse wood into the stream. This effort has led to the building of furnaces for the burning of refuse matter, but, owing to the fact that the mills are built over the water, the evil practice is only partially suppressed. It is so much easier to dump slabs through a hole in the floor than to carry them fifteen or twenty feet to a car, that men and boys will violate the law whenever they feel secure from the observation of the watchman. It is in vain that traps are planked over, and that sluices are nailed up: the man who is eager to escape what he deems unnecessary work, and anxious to show how cleverly he can outwit the officers of the law, will contrive to keep open communication with the running water beneath him. Watchmen have prowled about under the wharves, hidden in lumber piles, watched from among the machinery of the mills, approached suspected lath machines by lying flat on the bottom of a box car, and have caught and caused to be fined many culprits, but still the evil prevails to such an extent that the effort to abate it may be written down a failure. On the Magaguadavic and other rivers where lumber is manufactured by water power, the same evils are experienced. Vessels that once loaded at the wharves of St. George are now obliged to take in their cargo at the mouth of the river, or would be if they went there for cargoes.

Although the general public complain most loudly of these evils, it will be readily understood that the greatest sufferers by them are the manufacturers whose establishments cause the trouble. Their logs are delayed, their mills are kept idle, and their shipping facilities are lessened greatly. Then why don't they unite for the promotion of the work of destruction? Simply because it would involve an additional expense of construction, and of manufacturing, to build and run mills so as to make the removal and destruction of refuse matter the rule instead of the exception. The efforts already put forward have absolutely failed, because they have only been partial efforts. There has been no attempt to prevent sawdust from being thrown in the water. Part of it is conducted to the water by sluices running from beneath the saws, and traps are allowed to be kept open for receiving the scrapings of the floors. It may easily be understood that facilities for dumping sawdust in the water cannot be kept open, and the sluicing of edgings and slabs prevented. No efforts or regulations will succeed unless they look to the absolute prevention of every part of the evil practices. Radical changes must be made in the construction of the mills before the removal of sawdust can be secured.

The lumber manufacturer will not go to this expense, even though his mill saws less lumber every year, and his ships experience more and more difficulty in reaching the wharf. He has an idea that after the lapse of a few years, and when the navigation of the stream is no longer practicable, appropriations will be made by Government for removing the obstructions. It is a question whether it is not cheaper and more practicable to clear out a lumbering river once in a while than to remove the rubbish as it is produced; but there can be no question as to whom the expense should be assumed by. If lumber manufacturers are to be allowed to fill up the beds of the streams they operate on with refuse matter, they should be taxed for a sum equal to the amount required for dredging. This is, perhaps, the surest method of keeping open our rivers. When lumber manufacturers realize that they must be directly responsible for the injury they do, they will begin seriously to meditate upon the error of their ways, and make vigorous efforts to reform; but so long as nothing but paltry fines are imposed they will continue to save expense by violating the law, and trust to a paternal Government to re-open the river channels.

Probable Failure of the Treaty!

Our latest advices from different quarters, including confidential despatches from well informed parties, confirm the telegrams published on Saturday in regard to the probable failure of the Treaty of Washington. Mr. FISH is censured by U. S. administration journals for virtually withdrawing the claims for consequential damages, and making it possible for England to accept the Treaty. The demand, as presented anew, has been refused by England, which, to all present appearances, will withdraw from the Geneva arbitration. The change of base at Washington appears to be largely due to the cry that the President was "backing down." It seems to be deemed better, for political ends, to keep the question open. There appears to be no irritation on either side. The New York *Tribune* strongly censures GRANT'S administration for FISH'S conduct, which was generally approved by the most respectable and thoughtful journals.

We are informed that, should matters turn out as above indicated, the present Parliament of Canada may not be asked to pronounce upon the Treaty. It will probably be held in abeyance.

CANADIAN MANUFACTURES.—The New York *Herald* is jubilant over the proposed abolition of the tea and coffee duties in Canada, as a result of their removal in the United States. It infers Canada is simply an appendage of the Republic. It adds:

With regard to its imports from England, they are of course considerable, but in the matter of dry goods, France and Germany supply large quantities, and farm implements come from the United States.

Canada will every year import less and produce more manufactured goods. She ought to look into the farm implement business and take it in hand at once. They ought to be made here better and cheaper than in the United States.

GOLD AND SILVER.—Gold and silver mines of extraordinary richness have been discovered at Thunder Bay on Lake Superior. The locality is only three days sail from Toronto. The new mines are as rich as the Silver Islet, There is a great rush of people to the mines, more especially to the neighborhood of Fort William.

Competition in the Fisheries.

There appears to be no doubt whatever of the acceptance of the Treaty of Washington by all parties. The muddle between Washington and London will be cleared up by some means, and the bill introduced in the Canadian Parliament to give effect to the fisheries clauses will undoubtedly pass. The Government is strong enough to carry it through the House, and there are several of those who have been ranked with the Opposition who are understood to be in favor of the bill. We must, therefore, accept it as a fact, and prepare to reap all the advantages it opens to us. The men of Gloucester, whose sharpshooters are partially manned by recruits from the Maritime Provinces, will be prompt to avail themselves of the privileges granted, and we must be equally prompt to avail ourselves of the markets opened to us. We are near the scene of operations, ready to avail ourselves of every change, so situated as to be able to employ the time unfit for fishing, profitably. We can build our vessels cheaper than the Americans can build theirs. We can supply them cheaper, and can cure our fish more advantageously. To be successful, however, we must do this on a large scale. We should put capital and enterprise enough in the business to control it. With our superior advantages we can outstrip all rivals. So long as we catch only a portion of what is required to supply the demand, the remainder must be caught by others, and will be, no matter what disadvantages they have to contend with. But if we build vessels enough, and man them with men enough, to do the whole business, we shall do it. It remains to be seen whether we are prepared for competition or not.

It is asserted that we have neither the men nor the capital nor the enterprise to successfully compete with the Americans. Some think we shall catch no more fish than formerly, and that we shall sell them at no more profit than before the United States duties were removed. We have never believed that the removal of these duties would greatly increase the profits on our sales, but we do believe that the opening of the United States markets will vastly increase the number of our people engaged in the fishing interest. The United States market requires a vast amount of fish to supply its demands. Who is to supply it? Those who can catch and cure the fish most advantageously. Notwithstanding that a protective tariff sought to give American fishermen the exclusive privilege of supplying their own market, we sold them our surplus at a profit. When that tariff is removed it will surely be our own fault if we do not do the greater part of the business. We have not been eager to engage in this rivalry. We favored keeping our fishing grounds, fostering them, and supplying our own markets. We were satisfied with their gradual development under our fostering system. But a change has come over the situation, and we must prepare to make the best of our altered circumstances. We should have been better satisfied to have had our fishing rights defended and protected, and to have postponed the rivalry until we were better stocked with surplus population and capital, but we have confidence in our ability, if we only energetically use the means at our disposal, to obtain a very large share of the business of supplying the vast American market.

We expect a large sum as compensation from the Americans, for their fishing grounds are of little value and ours the best in the world. We shall save some of the cost for fishery police, and we shall hope that the only question likely to involve us in complications with our neighbors has been set at rest for ten years at least.

The Baie Verte Canal.

The necessities of commerce and the intentions and desires of the Dominion Government and Parliament, ensure the construction of the Baie Verte Canal, but we are anxious to have it undertaken with the least possible delay. There are some who fear that the Government are not in earnest in proposing the immediate construction of this work, and the feeling should be dispelled by immediate action. It is of no use to point to the item of half a million in the estimates as proof of sincerity, as we are all aware that appropriations lapse every year, and require to be re-voted. The commercial classes demand that this work shall not be kept in the background until after the completion of other projected public works. The country is as able to begin it now as it ever will be. It ought not be left for future action, but should be begun at once and be constructed simultaneously with the Pacific Railway. The scheme has been pronounced practicable, a liberal appropriation has been made, and it only remains for the work to be put under contract. We have a right to expect this; we shall be content with nothing less; and our members of the Government should not retain office if this is not done. It will not do to play with the promoters of this national work, and we do not believe that such is the intention of the Government. We are too deeply in earnest on the question of this canal to be trifled with. The interests involved are too vast and too widespread to be alienated by neglect, and we warn the Government that immediate action is necessary.

Tea and Coffee Free!

Our readers will be prepared for the announcement that the Government of Canada has had to make some move corresponding to that taken in the United States in admitting Tea and Coffee free of duties after the 1st of July. Yesterday SIR FRANCIS HINCKS gave notice that on Friday he would move that on and after the 1st of July, Tea and Coffee should be free in Canada! He will not propose any additional duties! Our readers will, we think, join us in proposing three rousing cheers for SIR FRANCIS HINCKS and the Government of Canada! We are proud to think that the Dominion cannot be taken aback by the fiscal action of the United States. Do the legislators at Washington wish to remit any other taxes? We are prepared to reciprocate, gentlemen.

THE EMIGRATION from Ireland is so great as to seriously embarrass the employers of labor. The Cork correspondent of the Boston *Pilot* says that the depopulation of Ireland is going on faster than ever. He thinks that about 4,000 of the flower of the population leave the country weekly from the different ports. From Queenstown alone 2,000 a week go. Whole hamlets are left to the old and poor; and agricultural labor is hardly to be had at any price. The considerable cities, Limerick for instance, are hastening to decay. The writer is of opinion that some strong effort should be made in the United States to discourage this outflow; and that most of the emigrants might do quite as well or even better by remaining at home. Agricultural laborers especially are in the greatest demand. The result of this scarcity of labor will be the placing of the agricultural laborer on a level with his better paid brethren in the workshops and factories. The farmers will be obliged to increase the rate of wages, and contentment may result.

GRAHAM'S PAIN ERADICATOR is so well and favorably known throughout the Lower Provinces that further recommendation at this time might seem almost superfluous. But so many new preparations are being constantly thrust on the public notice that it is necessary to mention the name —Graham's Pain Eradicator—occasionally, that the people may know what to turn to for certain relief when those much-vaunted remedies shall be tried and found wanting.

BY TELEGRAPH.

OTTAWA NEWS.

OTTAWA, May 11.

Campbell has introduced a bill into the Senate relating to quarantine, which contains the following clause: "When any vessel not originally bound for any port in the Dominion, shall arrive at Halifax or St. John, or other seaport in the Dominion, with contagious or infectious diseases on board, and be allowed to remain in quarantine, the master of such vessel shall pay the Collector of Customs two dollars (£2.00) head money for each person on board."

OTTAWA, May 13.

The New Brunswick delegation, assisted by Gough, are preparing a case to submit to the Government. Their success is certain.

A rumor was current yesterday and this morning that Government would withdraw the Treaty bill in consequence of England's refusal to submit to Geneva arbitration. This is derived on good authority. Government will proceed with the measure under any circumstances unless notified by the Imperial Government to withdraw it. It is surmised that among the changes made necessary by the repeal of tea and coffee duties by Congress and by our Government, coal, flour and grains from the United States will be subject to slight duties, as it is deemed politic to make some concessions to agricultural productions.

Business on Rideau Canal is unusually brisk.

The first fleet of barges for the season started from Ottawa on Saturday with lumber for White Hall. They will all run the Long Sault Rapids, as Greenvile Canal is not yet open for traffic.

LONDON, May 8.

Disastrous floods have visited the southern parts of British India.

The town of Valiore, in the presidency of Madras, suffered terribly and the number of lives lost is given at 1115,000. The inhabitants lost everthing they possessed, the water having washed away their houses and left them perfectly destitute.

LONDON, May 8.

The Municipal Council of Paris has resolved to rebuild the Hotel de Ville at a cost of 6,750,000 francs.

LONDON, May 9

The Great Western Telegraph Company, which intends laying a telegraph cable from New York to England, by way of Bermuda, has paid Messrs. Hooper, who are manufacturing the cable, the first instalment of £100,000.

NEW YORK, May 10.

Forest fires are raging in various parts of New York State.

One third of the area and two thirds of the value of the town of Somerset, Pa., was burned to-day; loss $1,000,000.

LONDON, May 10.

An explosion of gunpowder near Athens, Greece, killed twenty persons and wounded many.

LONDON, May 10.

The *Globe* says it is rumored in trustworthy circles that the negotiations between the British and American Governments with regard to the indirect claims, have suddenly broken off to-day. To-night Earl Granville in the Lords, and Gladstone in the Commons, promised that a statement of the condition of the negotiations will be made on Monday next, whether the papers are received or not.

NEW YORK, May 11.

A sugar refinery in Brooklyn was burned last night; loss $225,000. Thirteen buildings were burned at Tarrytown, New York, yesterday; loss $75,000.

A prominent jeweler of New York was murdered by a sneak thief in his own residence last evening.

NEW YORK, May 11th.

Reports from London and Washington indicate a failure of the Treaty of Washington, England refusing to proceed with the arbitration unless the claims for consequential damages are withdrawn, and the United States insisting upon their consideration. It is understood that the entire correspondence will be sent to Congress, and that the President will take no further steps without congressional action.

The loss by the burning of the Cuba Sugar Refinery in Brooklyn last night reaches $300,000. The insurance is $250,000.

A later Washington despatch says the opinion is not entertained in political circles that the Washington Treaty is at an end, for the reason given that the correspondence on the subject with the view to accommodation is still pending.

LONDON, May 13.

The *Times* and other London papers of this morning are of the opinion that the announcement of Friday that negotiations with regard to the indirect claims had been broken off was premature. The *Times* says positively that all will yet be righted. It maintains that the American Government had agreed on the principle to withdraw the claims for indirect damages, and advises forbearance on the part of both Houses of Parliament.

The negotiations relative to the Washington Treaty are still progressing. The Tories are prepared to propose a want of confidence in the Ministry unless Granville's statement is satisfactory.

Resignations in the Ministry are highly probable in case of failure of the Treaty.

The correspondence will be given Parliament this evening.

The French Commission on Capitulations thinks that Favre is responsible for the surrender of Paris, and exculpates Trochu and Vinoy.

The Belgium Bank has raised its discount to 5 per cent.

NEW YORK, May 13.

The statement that Great Britain had withdrawn from arbitration is denied at Washington.

Secretary Fish's last note will not reach London for eight or ten days.

A fire in Pittsburg, Pa., yesterday, destroyed property valued at half a million dollars.

A fire-damp explosion near Wilkes Bar, Pa., killed three and injured one man.

Fifteen hundred miners in Michigan are on a strike, and the military have been called out to keep order.

NEW YORK, May 13.

Gold 113 5-8.

Exchange 110 1-2.

The President to-day transmitted to the Senate the correspondence with the British Government on the Treaty of Washington, which is being considered in the Executive Session. The only new point is said to be the addition of a supplementary article to the Treaty, in case the claim for consequential damages is withdrawn, by which the two nations bind themselves never to present any claim to each other of the description known as consequential damages. This will have to be ratified by the United States Senate. It is believed in high quarters in Washington that the treaty will be ratified. Newspaper correspondence on the subject is mostly guess work.

The strike of journeymen carpenters in New York city for $3.50 per day of eight hours will probably be successful.

Hon. Daniel W. Voorhees, of Indiana, a leading member of the Democratic party in Congress, strongly denounced Greeley's nomination in a speech in the House to-day.

LONDON, May 13.

Consols 92.

No new developments have transpired here about the Alabama claims.

SOMEBODY'S DARLING.

BY WALTER KIEFFER.

We stood at our door on the busy street
While the crowd passed idly on,
Unmindful they of the weary feet
Of him who was so forlorn;
An old, old man, across the way
A tiny coffin bore—
A very wee thing to hold the clay
That lay within *somebody's* door.

And the crowd surged on in its wild career,
Toiling and striving in vain,
For the pleasure they sought in this lower sphere
Had oftenest proved a pain;
And the old, old man, with his hallowed freight,
Was lost in the busy whirl,
And he tottered on in his feeble gait,
Seeking *somebody's* boy or girl.

Somebody's darling is dead to-day,
Somebody's heart is sad;
Weeping alone o'er the lifeless clay,
While the outside world is mad
In its chase after joys so poor and frail,
After riches and earthly fame,
With its ears tight closed to the mournful wail
Of a voice lisping *somebody's* name.

* * * * * *

Somebody's darling lies rigid in death,
Little white hands on its bosom now lay;
Gone from that bosom the life giving breath,
Gone, while the bright smile yet lingers in play:
Wee weary feet will grow weary no more;
Hushed is the voice from its innocent mirth;
Gone is the soul to the bright Golden shore,
Somebody's darling has parted from the earth.

* * * * * *

Ah, little wanderer, whoe'er you be,
Blessed indeed is your lot;
God has said, "Little ones, come unto me,
And do thou forbid them not."
Somebody's darling has taken its flight,
Gone where all truly is well;
But *who* is the parent to miss it to-night?
Who in the throng can tell?

LOCAL MATTERS.

STEAM TO PRINCE EDWARD'S ISLAND.—The first steamer to Prince Edward's Island left Shediac on Saturday.

POLITICS IN KENT.—A correspondent suggests that there should be mass meetings in Kent to fix on a proper candidate to defeat M. Renaud.

ST. JOHN BOYS ABROAD.—Among the Directors of the First National Bank, at Eldorado, Kansas, we notice the names of H. H. Gardner and John W. Gilmor.

NEW DAILY MAIL.—A new daily mail is about to be established between Antac and Bay Verte. This will be a very gratifying addition to the public accommodation.

ACCIDENT.—On Monday last, Mr. Jeremiah Christie, Baggage Master, while coupling cars at at the Tracy Station, his right hand was caught and two of the fingers taken off.

PASSENGERS by the train from Shediac yesterday were quite numerous, owing to the arrival of the Gulf Ports and Prince Edward Island steamers at Point Du Chene, on Saturday and Sunday.

PRINTERS WANTED.—Two or three Compositors can find steady employment, by the piece, where they can make from $18 to $20 per week. None but good and steady workmen need apply. *Daily Telegraph and Journal office, St John, N. B.*

MINING IN QUEEN'S.—We learn that a meeting is to be held to-day in Queen's County, with a view of taking preliminary steps to form a Company to commence boring for coal and iron, at or in the vicinity of Newcastle, Grand Lake.

CHEESE FACTORY.—Mr. James King, of Albert County, N. B., intends to start a cheese factory at Napan, some time next month, Mr. K. has had considerable experience in cheese making, and, doubtless, the Napan article will be equal to anything hitherto made by him.—*Amherst Gazette.*

FATAL ACCIDENT ON THE MIRAMICHI.—On Friday evening last one of the hands on board the steamer *New Era*, plying on the Miramichi, fell from the deck and was drowned or killed by the paddle wheels. He was a Norwegian, and makes the second man lost from this steamer within a year.

QUEEN'S COUNTY AND THE ASSEMBLY.—Walter S. Butler, Esq., of Queens, who has already enjoyed legislative honors at Fredericton, and was considered a creditable member, is in the field for the representation of that county in the place of Hon. Gideon D. Bailey, who is now a member of the Legislative Council.

NEW VESSEL.—N. Churchill, Esq., of Tusket, has just launched a fine new barque of 604 tons register. This vessel classes for eight years and was built under the superintendence of Mr. Peter Ross. She is coppered, copper-fastened and iron kneed, and is owned by Messrs. N. Churchill, Lewis & Co., D. C. Kelly, J. & N. Trefry and others.

A VALUABLE FARM IN KENT COUNTY is offered for sale by [illegible] MacLaren, now of this city, is the owner of this farm. Probably there is not a better property in that section of the County in the market, if we consider location, the general fertility of the country, together with the other necessary "accompaniments."

ROBBERY AT COLD BROOK.—On Saturday night, March 21st, the Station House at Cold Brook, occupied as a station and store, was entered by breaking the window, and almost every thing taken out, a part of which was found the next morning scattered in all directions in the snow, while about $100 worth was taken away altogether.—*Kentville Star.*

The *North Star*, published at Caribou and Fort Fairfield, Me., has a Swedish column edited by a resident of New Sweden, from which we extract the following item for the edification of our readers:

PROTRATTER.—H. M. Allen traffas i sin bostad uti Caribou, hvarje Fredag och Lordag, fardig att taga goda protratter till billigt pris af hvar ock en sein astundar det.

DEATH BY DROWNING.—At Sheffield, Sunbury County, on the 7th inst., while two persons were crossing Putnam's Creek in a log canoe, the canoe suddenly came in contact with a tree when a lad named Charles McGowan, the younger of the two, who was acting the part of a ferryman, was thrown out and drowned before assistance could reach him. The deceased was the son of Mr. John McGowan, of Sheffield.

THE MONTREAL TELEGRAPH CO., we are glad to see, are prepared to buy up the Nova Scotia Company, and to extend their operations to this Province. We will thus get the benefit of the 25c. tariff which prevails in other parts of the Dominion, and we will have the best and cheapest telegraphic system in America. The Montreal Company has given great satisfaction in the other Provinces.—*Halifax Citizen.*

STEAM TO ST. GEORGE.—The people of St. George now have steam communication with the outside world, as the steam tug *Cochituate*, recently purchased in Portland for the purpose, has been put on the river to connect with the *City of St. John* Mondays, Wednesdays, Thursdays and Saturdays. She is nearly new, and is an excellent boat. Inspector Smith went down on Saturday, and, after examination, granted her a certificate.

DROWNED.—The mate of the brigantine *Annie*, of Canning, N. S., was drowned in the harbor on Sunday, by the upsetting of a boat in which he and the steward were returning to their vessel from the shore. A boat from the barque *Charlie Wood* rescued the steward. The mates body has not been recovered. The boat was picked up and brought ashore by Mr. Samuel Hutton, one of the Champion Oarsman.

CONFIRMATION AT ROTHESAY.—Thursday last being Ascension Day, the Lord Bishop of Fredericton held a confirmation in the Parish Church at Rothesay. There was quite a large congregation present, and about forty persons were confirmed. The Bishop delivered a very appropriate address taking the 15th Psalm for his text. At the same time the two churchyards were consecrated, one near the residence of Mr. A. C. Otty and the other adjoining the church.

PROLIFIC STOCK.—Queen's County has the champion ewe. Last year it dropped three lambs which it raised, and they are still thriving. This year the same ewe gave birth to three more lambs which are also doing well. Two of the lambs of last year have given birth to a lamb each this year. Thus, from one ewe, there has been an increase of eight heads of stock since last spring. These animals are the property of Mr. Andrew Tower, of Young's Cove, Grand Lake.

SAD, IF NOT FATAL ACCIDENT.—While the train from Amherst was passing under a bridge at Fort Lawrence yesterday (Friday) morning, a brakesman named Lockhart, who was on top of a car, was struck on the head and knocked insensible. The accident was not known until the train had reached Du Lac Station, when Lockhart was found lying on his back, speechless. He was taken to his home at Painsec, and at our latest advices was in a critical condition.

COMPLIMENTARY.—A city correspondent kindly sends us an extract from a letter in a late number of the *Liverpool Methodist*, which it appears, has a correspondent in Canada. The following is the extract from the *Methodist*, sent by our correspondent, whose acquaintance we should be pleased to make: There is one city in the North American Colonies that the tourist from Europe should not neglect to visit. I refer to the thriving City of Saint John, New Brunswick—a little Liverpool of the Colonies. From this city is shipped one half of the lumber that Great Britain receives from this side of the Atlantic. Five daily papers flourish here, the most prominent of which is the *Telegraph*, whose editor is a very able journalist and a thorough gentleman.

INQUESTS IN SUSSEX.—On Thursday last an inquest was held by Coroner Robert Morrison, on the body of Mr. William Robinson, drowned while stream driving at Goose Creek, on the day previous.

Coroner Morrison also held an inquest on the day following in the Parish of Hammond, on the body of Mr. Edward John Hunter who was also drowned at Goose Creek on Wednesday. The verdict in both cases was accidental death.

MORE POSTAL ACCOMMODATION.—The *Express* learns from Mr. Pickard, M. P., that the Postmaster General has promised to supply two mails a week on the East side of the river. These mails are to cross to the west side at three or four different points. This arrangement is intended to afford additional mail accommodation to both sides of the river. The plan is perhaps favorable enough, but not so satisfactory as an extra mail on each side would be. Mr. Pickard has made every effort possible to get these extra mails, but the Department could not undertake to do more than is stated above.

PROBABLE LOSS OF A YARMOUTH VESSEL.—It is feared that the schooner *Carrie*, before referred to by us, is lost, as a vessel answering her description has been seen adrift, full of water, about 70 miles west of Seal Islands with both masts broken off, jib hanging in the water, rail broken. The *Carrie* belonged to Messrs Ellis and Proctor of Meteghan, was commanded by Capt. John Deveaux, and engaged in trading between that place and Boston. She left Meteghan for Boston over a month ago.

THE FIRST STEAMERS.—The first steamer of the season on the Miramichi, the *Rothesay Castle*, arrived at Chatham on the trip to Campbellton on Friday last about midnight, and left again about three o'clock in the morning.

The *Secret* arrived at Chatham on Saturday with a heavy freight for that town and Newcastle, and proceeded to Shediac, where she arrived on Sunday morning.

A square rigged vessel in a disabled condition was passed on Saturday afternoon by the *Secret* near Escuminac Point.

The all gone feeling which people sometimes speak of, is caused by want of proper action of the liver and heart. These may be assisted, and the bowels regulated, by Parsons' Purgative Pills in small doses.

Corn and flour are staple articles; but not more so than Johnson's Anodyne Liniment, where known. It is good for children or adults, for any internal soreness of the chest or bowels, and the best Pain Killer prepared, under whatever name.

may14 dwa 1wk

ANOTHER SAD CASE OF DROWNING.—A sad accident occurred at Chipman, Q. C., on the 4th inst. A young man named James Orchard, aged about 17 years, son of Robert Orchard, of Cambridge, Q. C., being employed in rafting logs in company with James McDougald, of the former place, and in attempting to go after a canoe on a log, fell off, and although only a few rods from McDougald, with whom he was working he sank almost instantly, and by the evidence given at the inquest he made no effort to save himself, did not even make a noise. An inquest was held by J. C. Burpee, Esq., Coroner, and a verdict of "Accidental Drowning" was rendered by the Jury.

MASTERS AND MATES.—The following gentlemen finished their examination before the Local Marine Board on Saturday and will receive certificates of competency:

Masters—Washington C. Morrell, Westport, N. S.; George Whitney Blaney, Barton, N. S.; William Henry Edgett, Hillsborough, N. B.; Milledge Munro, Annapolis, N. S.; Andrew W. Upham, St. John, N. B.; Andrew A. Hawkins, Deer Island, N. B.; Caleb G. Collins, Truro, Mass.

First Mates—John Wilmot Buck, Dorchester, N. B.; James Joseph Quigley, St. John, N. B.; Edward Hainey, Weymouth, N. S.; Edwin Abram Holder, St. John, N. B.

A FREIGHT PROPELLER for the route between St. Stephen and Calais and Boston is one of the latest enterprises of the Border. The company have been formed its Directors being F. A. Pike, F. P. Todd, L. L. Wadsworth, jr., George G. King, Charles H. Newton, Wm. Shaw, A. H. Sawyer; F. A. Pike, President; A. H. Sawyer, Treasurer.

The Capital of the Company is $30,000, and they propose to carry freights at least 20 per cent less than the rates now ruling between Calais and Boston by steamer. Capt. Brooks has been sent West to purchase a steamer of about 400 tons for the new line.

CONSUMPTION, BRONCHITIS, GENERAL DEBILITY.—CAUTION.—FELLOWS' COMPOUND SYRUP OF HYPOPHOSPHITES.—As this preparation is entirely different in its combination and effects from all other remedies called Hypophosphites, the public are cautioned that the genuine has the name of *Fellows & Co.* blown on the bottle. The signature of the inventor, James I. Fellows, is written with red ink across each label, and the price is $1.50 per bottle. my 13 d w a 1w

A DESERVED COMPLIMENT.—The *Courier* says: John S. Magee, Esq., is still on hand [illegible] dry goods at his generally acknowledged low prices. His store has been newly painted and the millinery department, which is under the special supervision of Mrs. Magee, is more than ever the envy and admiration of the ladies. Mrs. Magee's acknowledged good taste has secured for her not only the local trade in this department, but she frequently fills orders for Fredericton, the North Shore, Boston even, and other places.

DORCHESTER ITEMS.—The schooner *Rockport* left on 1st inst., for Boston, with a load of building stone from the Caledonia Quarries. This is the first shipment of the Season for this enterprising Company; but only the precursor of many more to follow. Things look lively.

That polished young Frenchman, Philip LeBlong, has taken "French leave" of his creditors and gone out West. The latter have concluded that "all is not gold that glitters." He left carrying some paint brushes in his hand as a "blind." He is said to have left an able defender of his goods and chattels in calico.—*Post.*

EXCITING CHASE.—On Monday, quite a crowd collected to watch the manoeuvres of a prisoner who had escaped from Sheriff McLean and was making tracks across the marsh, with that officer in hot pursuit. The man, a Frenchman named Fred. L. Burke, had been arrested at Lamy's Hotel for debt, and making some excuse, stepped outside the door. The Sheriff's vigilant eyes were on the watch, however, but only to see his man doubling the first corner at a tearing rate. The Sheriff's impulse was to closely pursue, but a thought of his portly dimensions suggested the idea that in a horse he would find locomotive power better adapted to the occasion. He and Mr. Chris. Brooks accordingly started in a wagon, and after considerable dodging on the part of the pursued, made recapture about 100 yards this side of the Missiquash Bridge.—*Amherst Gazette.*

MESSRS. PARKS & SON'S COTTON FACTORY.—Special attention is directed to the advertisement of Messrs. Parks & Son of the New Brunswick Cotton Mills. This establishment is at present working to its utmost capacity, turning out large quantities of cotton yarn, of the excellent quality now so well known throughout the Dominion.

By the large additions made to the machinery during the past year, these mills are now able to produce sufficient yarn to supply all the consumption of this province, Nova Scotia, and, also, almost exclusively, Montreal and Ottawa. During the past few weeks 800 bales of 200 pounds each have been sent to Quebec and Ontario alone. On Saturday last 68 bales left for Montreal and 45 are to be despatched this week to the same place. It is somewhat encouraging to find that the manufacturers of the maritime provinces are able to compete with those of Quebec and Ontario as is the case with the proprietors of this establishment in our city, which now controls, in this one article, the trade of the whole Dominion.

Sackville Items.

A very considerable freshet has prevailed here for two days with some damage to mill owners J. R. Thomson, Esq., has lost 1300 logs and other parties less numbers.

Several small bridges have been swept away, a substantial private bridge across the River Philip on the farm of Rufus Thompson, went down with 10 or 12 head of cattle all on it, and two boys driving them, but strangely all concerned escaped unhurt.

A bridge on the River Philip road across the Mountain brook were down into the swollen stream, while Mr. Pitblado, I. C. R. contractor and his wife were driving across it, precipitating both them and the horse into the current, with great effort and singular good fortune Mr. P. succeeded in gaining the shore with his wife. The horse and wagon by swimming and drifting fetched up on an island, where they remained taking care of themselves, at last accounts.—*Post.*

NEW ENTERPRISE IN SHEDIAC.—Messrs. Davidson and Hilson have lately started a steam factory in Shediac for the manufacture of chairs. The building is situate on the front street, nearly opposite Kirk's Hotel. They have for plant a small but powerful engine, planer, circular saw, boring machines, jig saws, rod machines, tenoning machines, two common lathes, etc., and are prepared to turn out articles as good as any similar factory in the Dominion. Devoting their attention exclusively to the manufacture of chairs they expect to furnish them as cheap if not cheaper than they would wish. They have at present orders from merchants in Shediac for all they will be able to turn out for a while at least. We learn that the only drawback with these enterprising gentlemen is the want of sufficient capital to carry on the manufacture on a scale as large as they would wish. They propose, therefore, to get up a Joint Stock Company, and feel confident that gentlemen of means will assist them in a work which while it confers direct benefit on the place, also offers good returns for the investment.

The Shediac Boot and Shoe Factory has been and is a success, and so must this enterprise be successful with the men who are pushing it. Good for Shediac.