

# P. & R. LOGGIE.

Have on hand and are selling low a large assortment of  
**Winter DRY GOODS and Ready made CLOTHING.**  
Woolen, Cotton and other Goods. Also Men's hand-made Boots. Men's  
Fancy-made Boots. Also a large assortment Women's, Misses'  
Boots, Over-boots and Rubbers.  
A lot of Horse Rugs and twenty-five Buffalo Robes, which were well  
sold at bottom prices.

**LF AND HEAVY HARDWARE**  
Fabular Ladders, Best L. Shingles, Horse and Saddle Box Nails, Glass,  
all kinds of Tinsware. Full line of Saws in all the best patterns,  
and Nags, Co. King, and a choice selection of Box and Parlor Stoves,  
Elbows and all kinds of Stove Fittings at lowest prices.

**Full Line of Cheap Furniture.**  
**CRY, GLASS AND EARTHENWARE**

**TOOK OF GROCERIES AND PROVISIONS, &c. &c.**  
Low—150 quanta Dried Codfish, 110 quanta Dried Ling, 120 bbls Fall  
Apple Fall Herring, 45 bbls Winter Apples.

**COUNTRY PRODUCE BOUGHT AND SOLD.**  
Best price paid for Hay, Oats, Beef, Chickens, Partridges, Geese and  
other and Mites. Also—Trent, Bass, Bets and Smelts.  
—12000 Small Boxes—assorted sizes.

## MICHI FOUNDRY COMPANY

Chatham N B  
HEAD, Manager: J. M. RUDDOCK, Mechanical Superintendent.  
MANUFACTURERS OF

**AM ENGINES AND BOILERS,**  
Rotary Saw Mills, Gang Edgers and Shingle  
Machines.

WE HAVE THE SOLE RIGHT TO MANUFACTURE  
**Wisconsin PATENT ROTARY SAW CARRIAGE**

able of doing the work of a gang with four men less.  
ated Saw (grinder, ship and Mill Castings of all kinds, Brass or Iron,  
all its branches. Presses and Dies for Fish or Meat Cans. Marine  
Stationary Engines and Boilers of all sizes. Cemetery and  
House Railings—a variety of patterns. Plank's Cor-  
rugated Elbows, all sizes. Ploughs in  
variety. Threshing Machines  
three different  
patterns.

**OF EVERY DESCRIPTION ALWAYS ON HAND.**  
facility for turning out work usually done in a first-class Foundry,  
parties requiring machinery for Mills, Steamboats, Factories, &c., are  
met with us before purchasing elsewhere. All orders entrusted to us  
will be promptly and in a first-class manner.  
22—weekly

## P. LOGGIE, Just Received!

Layer Raisins  
Currants & Co  
Essence of Lemon  
Essence Peppermint

—ALSO—  
MYRTLE NAVY TOBACCO  
LITTLE MAJOR TOBACCO

For sale low by  
NICHOLAS BARDEN  
Chatham—Dec 22-1f

**& Twine.**  
on hand a large supply  
at lowest prices.

**G. W. LOBB,**  
111 Commercial St,  
Boston, Mass.

can be supplied at  
**LOGGIE'S,**  
MIRAMICHI.

**urns and County  
accounts.**

are who have not yet made  
all persons having claims  
y are hereby required to  
to my office forthwith,  
ly, December 21st, 1880.

AMIEL THOMSON,  
Sec.-Treasurer,  
co. northumberland.

**RS OF HORSES!**  
mber's Epizootic Powder  
\$1 00, and  
ber's Epizootic Lincture  
50 cents.

are the worst case of Epiz-  
ough or Cold. Prepared  
inary Surgeon, No 355  
ans, and formerly Veter-  
the Royal Stables, England  
rainswick-St. Frederic-  
Dominion of Canada. For  
ations have been in use in  
the last three months and  
all satisfaction in all cases,  
JOHN WILEY.

**STIMONIALS.**  
Fredericton, Oct 27, 1880  
Used Chamber's Epizootic  
ent, and take pleasure in  
per now prevailing.  
ter & Atherton, Liver-  
ert Orr, Stable  
& Gannon, Propri-  
& Smith, Store, &c.

Canada Advertising Agency  
ent, Toronto.  
W. B. BROWN, Manager  
ceive Advertisements for

## LOCAL MATTERS.

**Personal.**  
The Surveyor General will be home  
in two or three days.

**Prospective.**  
Mr. Joseph Jimmo of Escumacine is  
getting out stuff for the frame of a large  
cottoning schooner, which he will build  
next winter.

**To the Little Ones.**  
Let the little ones put out their stockings  
tonight; because while they are  
asleep Santa Claus will go round dis-  
tributing his Christmas gifts.

**Bear Killed.**  
Mr. Connell of Baribogue, killed a  
huge bear a few days ago. He brought  
the hide up to Chatham on Wednesday  
and sold it to Mr. Jas Clowery.

**A Huge Drive of Caribou.**  
Mr. Phillip's Light House Keeper at  
Escumacine Point, saw a few days ago  
a drove of caribou on Escumacine Plain,  
in which he counted 57 head.

**Sure Enough.**  
The Toronto "Mail" remarks that  
"Halifax is not Nova Scotia." This is  
crude. There are a good many people  
bold enough to say that Halifax is not  
the Dominion; but it is drawing the  
geographical line too fine to say that  
"Halifax is not Nova Scotia."—*Mon-  
ton Times*

**New Publications.**  
Hubbard's great Newspaper Directory  
will be out in 1881. It will be the  
greatest book of the kind ever published;  
it will contain the name of every news-  
paper in the world, and the population  
of the town where published. It will be  
a gem in the hands of all great business  
houses. When one looks at the magni-  
tude of the undertaking he must applaud  
the enterprise of the publisher and wish  
success as we most heartily do.

**A Word to say to the Postmaster General.**  
In a day or two—when we get time  
—we shall enquire why the Chatham  
Branch train which is or ought to be  
bound to convey Her Majesty's Mails  
without delay from the I. C. B. station  
to Chatham, waits over for freight after  
the arrival of the train, sometimes for  
two hours. We could get the mails  
quicker to Chatham by having an  
Indian employed to carry them than by  
depending on the Chatham Branch.

**Accident.**  
Two weeks ago on Monday last, Mr.  
Donald McLeod of Bay du Vin broke his  
thigh. He felt great pain but did not  
suspect the limb was broken, till two  
or three days ago a clergyman called  
into his house, and looking at the leg,  
informed him it was broken. The  
suffering man was brought to Napan  
where Dr. McCurdy visited him, finding  
that inflammation had set in. It is  
improbable that the bone will ever knit  
again.

**Wedding Bells.**  
The wedding bells of the Fredericton  
Cathedral will soon peal their joyous  
notes to celebrate the union of one of  
our young Canadian poets with the  
daughter of one of Fredericton's leading  
citizens. The young gentleman belongs  
pro tempore to Chatham, and went to  
Fredericton a few days ago to prepare  
for the happy event—which is to be con-  
summated on Tuesday morning. Among  
the many others who will be present will  
be Mr Mackenzie our popular young  
druggist. He leaves here on Saturday.

**Pressed Hay.**  
A good deal of fault is beginning to  
be found by purchasers with the vendors  
of pressed hay. The latter bring their  
bundles into market lumbered up and  
made weigh very much more than the  
legitimate weight by large weights. Be-  
sides this bundles outwardly fair and  
good on being opened often prove to  
contain in the centre rotten, damp or  
worthless stuff. For the brief hour of  
selling this may pay the vendor well, but  
depend upon it honesty pays best in the  
long run. If pressed hay dealers in the  
future do not show more honesty and  
manliness it would be well to subject  
their article to the inspection system.

**Lumbering Notes.**  
Messrs. McGraw and Sergeant are  
lumbering on the Escumacine River. They  
have 8 teams out 12 men and will get  
out 1,000,000 feet for Williston  
& Co.

Mr. Dapin Lewis & Co. who lumber  
on the Tobusintac, will get out 1,000,  
000 feet for Stewart.

Messrs. Tebo and Portageau have  
commenced lumbering on Portage River,  
a branch of the Lower Bay du Vin, and  
will get out about 1,000,000. This  
winter we hold the parties in Cham-  
ham. Down river men seem to have  
better facilities for getting out lumber  
than those up river. This is chiefly  
owing to the short distance they have to  
carry provisions, etc.

**Bad Ice.**  
For many years the ice has not been  
so bad on the lower part of the river as  
at present. This is due to the fact that  
there has been little freshet this winter,  
and it is well known that ice made of  
very salt water, falls asunder on very  
slight heats. Had the lower river water  
been fresh this winter, owing to the  
heavy frosts the ice would now be very  
good, but in consequence of the reverse  
the case is quite different. Last week  
there came two or three mild days  
which made the ice about Black River  
unsafe for teams, and but that the people  
living there gave timely warning to  
strangers there might have been fatal  
consequences. The ice is very poor  
there now.

## STAR BRIEFS.

—Gangs of men have come out of  
the woods, to spend the Christmas holidays  
with their families.

—On Monday night a gang of wreckers  
pulled down a new fence belonging to  
Mr. Geo. Tupper.

—A son of Mr. Lawrence Rains  
burrow of St. Margarets Parish, died on  
the 22nd of diphtheria. The boy was  
aged two years.

—The blue loons and sad hearts of  
our smelt fishermen ought to induce them  
to retain their fish till there are better  
prices.

—The Grand Southern is at last  
an *accomplish*. The best thing  
Murray Key's employers could do now  
would be to call that person home, and  
put him in some straitened position where  
he could do no harm.

**A Newcastle Man Hangs Himself.**  
In March last, Martin Foley of New-  
castle was admitted into the Lunatic  
Asylum, St. John. Some time ago,  
having shown decided improvement  
he was let out and obtained work in a  
quarry. A few days ago he was missed  
but no one took any heed of it. On  
Wednesday a small boy named George  
Taylor, roaming through the woods near  
Fairville was terrified to see a dead man  
hanging from the limb of a tree. He  
ran home and told his story; and the  
men who came out ascertained it was  
Martin Foley. He leaves a  
wife and seven children.

**Foxes.**  
Foxes are at present plentiful at Eel  
River. They entered the barn of Mr.  
Robert McIntyre lately and took 12  
hens, 6 ducks and 4 geese.

[Note.—The Editor is strongly of  
the opinion that the person who gave the  
above item to our Reporter is himself the  
fox or fowl.—Ed.]

**Fishing Notes.**  
Some of the men who went down  
from Chatham to Tabusintac took  
nearly a ton each on Wednesday night.

## Newcastle News

**BEWARE OF LIMPOODLES.**  
AN INTERESTING PAPER.

Sir,—In my last paper on this subject  
I touched on the nocturnal habits of  
these queer animals. For the benefit  
of the people of this town, Newcastle, I  
shall enter on a minute description of  
the Limpoodle, as observed and studied  
by me in one of their most favored  
haunts—Stewarts corner.

I have already remarked the mysteri-  
ous revolution night works in the nat-  
ure of this queer animal. In addition to  
these changes, the creatures assume  
more or less of the peculiarities of the  
ordinary quadruped, or rather the mon-  
key, and that in a strange manner. The  
legs grow weak; so that great difficulty  
is experienced by the animal in main-  
taining an erect position; the powers of  
balance are lost; and many of them are  
observed to abandon the upright position  
and assume that of quadruped, moving  
about on all fours. In this position the  
noise made appears very much allied to  
that of a brute, especially the coarser  
Quadrumania. One can easily picture  
the smile of delight fitting across the  
face of a disciple of Darwin, as he con-  
templates these animal affinities. The  
mysterious influence that culminates in  
this animal posture, is slow working.  
A mere staggering is at first perceptible,  
coupled with the change of the voice,  
before alluded to; but the creature  
seems conscious of the danger of expos-  
ing its true radical; and it is not only  
amusing, but instructive, to witness the  
serio-comic efforts it makes in preserv-  
ing its balance in the presence of a  
human being. During the first hours of  
the evening, these efforts are moderately  
successful; although a sharp observer  
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the unseen growing spirit of weakness  
and insubordination manifests itself in the  
legs, the arms are soon inspired with a  
knowledge of impending changes; and,  
as if conscious that their services will  
soon be required, they commence to  
anticipate the result. It is indeed won-  
derful to observe the action of the arms  
on this occasion. The way from side  
to side, reaching after and laying hold  
of every support; first those on a level with  
the shoulder, then abandoning these and  
clutching, with death like grip,  
lower ones; and so on until the body is  
brought down to a horizontal position,  
and this awfully upright, monster of  
blended human and animal characteristics  
finds itself on its proper level.

Before this stage in the debumanizing  
process is reached, many points are  
brought out in the Limpoodle's nature  
linking it partly with the monkey, partly  
with some of the many manly  
every support; first those on a level with  
the shoulder, then abandoning these and  
clutching, with death like grip,  
lower ones; and so on until the body is  
brought down to a horizontal position,  
and this awfully upright, monster of  
blended human and animal characteristics  
finds itself on its proper level.

THE ADJOURNMENT.  
I may say to you there was no little  
anxiety over the adjournment. Mr Blake  
pressed for the adjournment from Thurs-  
day till the 4th proximo—10 whole  
days.

Sir John—I have yielded to the gentle  
pressure. (Cheers.)  
Mr Flynn, C. B.—I have a long way  
to go to my home, and the time is not  
sufficiently.

Sir John—I pity the hon. gentlemen,  
but his case is no worse than mine. My  
constituents are in British Columbia, and  
you know I can never get there and back  
in ten days. (Great laughter.)  
Mr Anglin—The time is too short. I  
will find it so, at least to get home.

Sir John—There now this is what  
comes of yielding. Had I stuck to my  
original intention, this would have all  
been avoided. I can yield no further.

THE PACIFIC RAILWAY DEBATE.  
Mr McLellan resumed the debate. He  
said the House should deal with this  
question as patriots, not as partisans.  
The building of this great road should not  
be considered like building a sewer—and  
there was no use in fixing fanciful prices  
on lands. The prevailing price in the  
States was \$1.25 an acre. In a state of  
nature the lands were no good; it is only  
in their development there was value. We  
could not value the lands as we could  
our food or raiment—we might as well  
put price upon the light of heaven. It  
was wise to value our lands at \$40  
an acre as at \$4. The prospect of the  
development of these lands was a good  
compensation of the lands themselves.  
The epithets of disappointment that were  
showered during the debate, should not  
be regarded as the expressions of sincere  
men. Sir Richard Cartwright had earned  
another name besides the King of De-  
fects, and that was "The Sayer of Bitter  
Things." Every member of the Op-  
position was committed to the scheme of  
building this road by a syndicate, and he  
fully expected the Hon. member for  
Lambton to support the Government.  
He discussed at length Mr Mackenzie's  
policy of 1874 of building the road by  
a subsidy of \$10,000 a mile and 55-  
000,000 acres of land, a total of  
\$24,000,000. But that was not all,  
for he practically extended an invitation  
to contractors to say how much more  
subsidy they would take in shape of 4  
per cent interest. (Hear! hear!) Re-  
ferring to the cost of the scheme to  
the country, almost \$1,400,000 per  
annum for interest, he said it was less  
than any of Cartwright's yearly deficits.  
Mr McLellan was deservedly well  
cheered at the close, and is an ornament  
to his party.

MR. IVES.  
It would do me good to hear the scab-  
bing Mr. Ives of Quebec gave the false  
prophecy—and his clear common sense  
argument for the contract. After  
speaking of the scheme of building it by  
the Government he said the syndicate  
would operate it much more cheaply.  
The obstruction of the road would be a  
valuable impetus to immigration; it  
would induce people to settle in the  
North West; it would thus save the Gov-  
ernment hundreds of thousands of dol-  
lars—no spent for immigration purposes.  
He went into elaborate and carefully  
prepared statistics showing that the  
present scheme was vastly superior to  
that propounded by the Grits while in  
office. He quoted Anglin's speeches in  
1871 in which he spoke of the North  
West as a barren wilderness, the lands  
of which were not worth a dollar an  
acre and contrasted that with his present  
speeches in which he now declares the  
land as worth four or five dollars an acre.  
He quoted from "Speeches of Anglin,  
Mackenzie, Smith, Mills and others,"  
showing what an enormous sum would be  
required to build the road by the Govern-  
ment, and how that they, themselves,  
estimated that it would cost six millions  
annually to operate the road after it  
was constructed. He thought in view  
of these declarations of the Opposition  
leaders that the Government were mak-  
ing a splendid bargain in getting rid not  
only of the construction but of the enor-  
mous cost of forever operating the  
road.

20,000 of the pamphlets issued in the  
interest of settlement have been trans-  
lated into German and sent to Germany.  
Mr. Blake moved for a map showing  
the proposed railway grants under the  
Canadian Pacific Railway contract on  
the table, so far as with the present in-  
formation the same can be laid down.  
Carried.

Sharp child—"And so you  
are very poor, marm?" Aged  
Party—"Ah! I'd be glad of a  
copper from anybody." Sharp  
Child—"I've got a bad shilling;  
will you have it?" Aged Party—  
"A bad shilling ain't no use."  
Sharp Child—"Oh, ain't it?"  
That shows you don't go to  
church and never put money in  
the plate."

THE WINTER PORT.  
I need not tell you there was a lively  
discussion in the House on making  
Halifax the winter port of Canada. The  
Halifax members stood up like men for  
the claims of Halifax; but I need not  
say to you that Mr. D'Amville and Sir  
Leonard Tilley and others fought just as  
hard for St. John. Their cause being  
poorer, that is their claims being less,  
the plea put in by Sir Chas. Tupper, Mr.  
Daley and others will carry. It was  
amusing to hear Mr. Anglin stand up and  
put in a plea too for St. John, and state  
wittily that the trade of the port was in  
a wretched condition, but if there also  
interesting to hear the rebuke Sir

Leonard administered him "Why and  
Sir Leonard," can we believe our ears,  
that the Hon. gentleman has gone back  
on Gloucester? Many a time and oft in  
the past have we heard Gloucesters  
claims to the winter port set up—why  
has the hon. gentleman changed his  
policy; what has Gloucester done to him?  
But Sir Leonard probably did not know  
as others knew that Mr. Anglin is seek-  
ing a constituency in St. John now, and  
in that case perhaps Gloucester over-  
board. He thinks his time is coming in  
St. John, and to this end his claim for  
that harbor to be made the winter port  
was put in. However Gloucester desired  
a little better than that at his hands  
I should fancy. Sir Leonard then went on  
to favor the claims of St. John, and said  
when the returns were brought down Mr.  
Anglin would see precisely the condition  
of the port trade of St. John. Dec. 21.

THE ADJOURNMENT.  
I may say to you there was no little  
anxiety over the adjournment. Mr Blake  
pressed for the adjournment from Thurs-  
day till the 4th proximo—10 whole  
days.

Sir John—I have yielded to the gentle  
pressure. (Cheers.)  
Mr Flynn, C. B.—I have a long way  
to go to my home, and the time is not  
sufficiently.

Sir John—I pity the hon. gentlemen,  
but his case is no worse than mine. My  
constituents are in British Columbia, and  
you know I can never get there and back  
in ten days. (Great laughter.)  
Mr Anglin—The time is too short. I  
will find it so, at least to get home.

Sir John—There now this is what  
comes of yielding. Had I stuck to my  
original intention, this would have all  
been avoided. I can yield no further.

THE PACIFIC RAILWAY DEBATE.  
Mr McLellan resumed the debate. He  
said the House should deal with this  
question as patriots, not as partisans.  
The building of this great road should not  
be considered like building a sewer—and  
there was no use in fixing fanciful prices  
on lands. The prevailing price in the  
States was \$1.25 an acre. In a state of  
nature the lands were no good; it is only  
in their development there was value. We  
could not value the lands as we could  
our food or raiment—we might as well  
put price upon the light of heaven. It  
was wise to value our lands at \$40  
an acre as at \$4. The prospect of the  
development of these lands was a good  
compensation of the lands themselves.  
The epithets of disappointment that were  
showered during the debate, should not  
be regarded as the expressions of sincere  
men. Sir Richard Cartwright had earned  
another name besides the King of De-  
fects, and that was "The Sayer of Bitter  
Things." Every member of the Op-  
position was committed to the scheme of  
building this road by a syndicate, and he  
fully expected the Hon. member for  
Lambton to support the Government.  
He discussed at length Mr Mackenzie's  
policy of 1874 of building the road by  
a subsidy of \$10,000 a mile and 55-  
000,000 acres of land, a total of  
\$24,000,000. But that was not all,  
for he practically extended an invitation  
to contractors to say how much more  
subsidy they would take in shape of 4  
per cent interest. (Hear! hear!) Re-  
ferring to the cost of the scheme to  
the country, almost \$1,400,000 per  
annum for interest, he said it was less  
than any of Cartwright's yearly deficits.  
Mr McLellan was deservedly well  
cheered at the close, and is an ornament  
to his party.

MR. IVES.  
It would do me good to hear the scab-  
bing Mr. Ives of Quebec gave the false  
prophecy—and his clear common sense  
argument for the contract. After  
speaking of the scheme of building it by  
the Government he said the syndicate  
would operate it much more cheaply.  
The obstruction of the road would be a  
valuable impetus to immigration; it  
would induce people to settle in the  
North West; it would thus save the Gov-  
ernment hundreds of thousands of dol-  
lars—no spent for immigration purposes.  
He went into elaborate and carefully  
prepared statistics showing that the  
present scheme was vastly superior to  
that propounded by the Grits while in  
office. He quoted Anglin's speeches in  
1871 in which he spoke of the North  
West as a barren wilderness, the lands  
of which were not worth a dollar an  
acre and contrasted that with his present  
speeches in which he now declares the  
land as worth four or five dollars an acre.  
He quoted from "Speeches of Anglin,  
Mackenzie, Smith, Mills and others,"  
showing what an enormous sum would be  
required to build the road by the Govern-  
ment, and how that they, themselves,  
estimated that it would cost six millions  
annually to operate the road after it  
was constructed. He thought in view  
of these declarations of the Opposition  
leaders that the Government were mak-  
ing a splendid bargain in getting rid not  
only of the construction but of the enor-  
mous cost of forever operating the  
road.

20,000 of the pamphlets issued in the  
interest of settlement have been trans-  
lated into German and sent to Germany.  
Mr. Blake moved for a map showing  
the proposed railway grants under the  
Canadian Pacific Railway contract on  
the table, so far as with the present in-  
formation the same can be laid down.  
Carried.

Sharp child—"And so you  
are very poor, marm?" Aged  
Party—"Ah! I'd be glad of a  
copper from anybody." Sharp  
Child—"I've got a bad shilling;  
will you have it?" Aged Party—  
"A bad shilling ain't no use."  
Sharp Child—"Oh, ain't it?"  
That shows you don't go to  
church and never put money in  
the plate."

THE WINTER PORT.  
I need not tell you there was a lively  
discussion in the House on making  
Halifax the winter port of Canada. The  
Halifax members stood up like men for  
the claims of Halifax; but I need not  
say to you that Mr. D'Amville and Sir  
Leonard Tilley and others fought just as  
hard for St. John. Their cause being  
poorer, that is their claims being less,  
the plea put in by Sir Chas. Tupper, Mr.  
Daley and others will carry. It was  
amusing to hear Mr. Anglin stand up and  
put in a plea too for St. John, and state  
wittily that the trade of the port was in  
a wretched condition, but if there also  
interesting to hear the rebuke Sir

Leonard administered him "Why and  
Sir Leonard," can we believe our ears,  
that the Hon. gentleman has gone back  
on Gloucester? Many a time and oft in  
the past have we heard Gloucesters  
claims to the winter port set up—why  
has the hon. gentleman changed his  
policy; what has Gloucester done to him?  
But Sir Leonard probably did not know  
as others knew that Mr. Anglin is seek-  
ing a constituency in St. John now, and  
in that case perhaps Gloucester over-  
board. He thinks his time is coming in  
St. John, and to this end his claim for  
that harbor to be made the winter port  
was put in. However Gloucester desired  
a little better than that at his hands  
I should fancy. Sir Leonard then went on  
to favor the claims of St. John, and said  
when the returns were brought down Mr.  
Anglin would see precisely the condition  
of the port trade of St. John. Dec. 21.

THE ADJOURNMENT.  
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