to lapse. Why did not these gentlemen go on and build the line themselves? Why, sir, they never made the first move. My hon. friend says the Court decided the second Company had no existence; but this company which was decided by an *ex parte* statement of the judge to have no existence was really the only company that has been in existence for three or four years, and the President even, of that company, was the man who came up here and at whose instance I got a requisition signed by two thirds of the New Brunswick members in this House, asking for this subsidy for these very men. Before he came, though, I had applied on my own behalf, knowing what the County wanted, for this road to be built as a branch. My hon. friend has not taken the trouble I have taken to get a subsidy for a railway through Northumberland. The only interest I have ever seen him take in the County is to thwart its interests. There has not been the slightest chance of either of the companies doing the work, because the district is divided, and I felt it was my duty to endeavor to get it through, even if I had to shorten the distance, for I would rather have four miles as a branch than fifty miles built by these private companies, the possibility is so remote of the campanies going through with their enterprise.

Nusquam Tuta Fides.

There once was a sly M. P. P.—
Sing heigho, allanadee—
Who had a desire,
In fact, did aspire
To be a full-fledged M. L. C.

This aspiring, sly M. P. P.—
Sing heigho, allanadee—
Soon awoke to the notion,
That to get his promotion;
He must capture a bad M. E. C.

But it happen'd, unfortunate-lee—
Sing heigho, allanadee—
That this sly M. P. P.
And the bad M. E. C.
Could never together agree.

For this sly—this astute M. P. P.—
Sing heigho, allanadee—
For his country and creed
Had declared he would bleed,
To defeat that same bad M. E. C.

But this cunning and bad M. E. C.—
Sing heigho, allanadee—
Knew his colleague would, quick,
Sell himself to Old Nick
To become a full-fledged M. L. C.

He, s now a full-fledged M. L. C.—
Sing heigho, allanadee—
But, to be one we know
That he jumped Jimmy Crow,
And sold out to the arch ene-mee.

The sly old man now has the floor;
He's forsaken old friends by the score,
And he fawns and he squirms,
And for friendship he yearns
With the men whom he hated before.

But these men, when they knew that they had him,
With themselves at a table they sat him,—
While champagne made them higher,
An M. P. he did wire
'Bout a "grab combination" in Chatham.

Then his enemy old—this M. P.—
Laughed and danced in demoniac glee,
And he flourished the paper
With many a caper,
Which he'd got from the sly M. L. C.

To the Commons next went this M. P.—
Sing heigho, allanadee—
And that telegram read,
Like a man with "great head,"
As you all in the *Hansard* may see.

Now this wriggling, old, M. L. C.
Is chagrined o'er the great *expose*
Which the bad M. P. P.,
Who was once M. E. C.,
Worked on him through that astute M. P

MORAL.

Politicians of every degree,
If from tarnish you'd keep yourselves free,
Remember that sex
Have contempt for you when
You are turncoats like that M. L. C.

England Shaken by an Earthquake!

CHIMNEYS FALL! BELLS RING!! BUSINESS SUSPENDED!!!

A press telegram brings the intelligence of an earthquake of an alarming character in England on Tuesday morning, 22nd inst. The despatch is as follows.—

It was felt in the eastern counties the localities in Essex and Suffolk being the scenes of the greatest disturbance. At Ipswich, the capital of Suffolk county, the shock was so severe that the walls of houses were perceptibly shaken, plates were rattled and bells rung. People have been thrown into such a state of consternation that business is for the time suspended. The shock was still more severe at Colchester in Essex. The concussion lasted half a minute. The first symptom was a deep rumbling sound portentous and awe-inspiring. This was speedily followed by a quaking and shaking of all buildings. Church bells sounded as though rung by unseen hands. Tall chimney stacks of factories crashed in ruins to the earth and other lofty structures were destroyed. The spire of one of the largest churches in the city, 150 feet in height, fell with an awful crash to the ground. In one part of the city fire was caused by the shock. It is impossible to estimate the amount of damage, but it is known to be great. In private houses the greatest confusion prevailed. Tables were overturned, chairs swayed and nodded and fell sprawling upon the floor. China and glassware in cupboards and side boards rattled together and were frequently shattered, while pictures and other ornaments upon the walls were loosened from their fastenings and fell to the floor. People were terror-stricken. Men, women and children rushed shrieking into the streets, where their agonized cries and pale faces made a most impressive scene.

At Chelmsford, likewise in Essex and only about 30 miles from London, the shock was also severe and people were filled with terror and dismay.

At South End, a watering place near the mouth of the Thames, the earth trembled for miles around, the windows of many dwellings were broken, chimneys were dashed to the earth and crockery and glassware were smashed.

At Shoeburyness, a few miles beyond South End, the shock was distinctly felt. It was also perceptible at Bury St. Edmunds, while at Maldon, ten miles east of Chelmsford, the town hall and private houses were swayed several times. The wave passed from south to north.

The *Globe* says that the shock was felt in the Strand, London. A business house it asserts rocked so much that employes were affected and rushed into the streets.

The duration of the shock at Ipswich is estimated at three seconds.

The earthquake has caused a general feeling of alarm and insecurity throughout England.

PARLIAMENT was prorogued on last Friday afternoon. The session will be a memorable one in many ways, but chiefly because public money was voted away at the rate of about a million and a half a day for every day of its duration.

LITTELL'S LIVING AGE. The numbers of the Living Age for the weeks ending April 12th and 19th, contain contemporary life and thought in France, and about [illegible] new novels, Contemporary; a fortnight in French Cochin China and Cambodgia, and a sequel to "rich men's dwellings," National Review; Abraham Hayward, fortnightly; the life of Lord Lytton, Blackwood: Richard Doyle, painter and humorist, Month; a social study of our oldest colony, Macmillan; Greek brigand and village superstition, Gentleman's Magazine; Frederick Denison Maurice, and Charles Stuart Calverly, Spectator; Papal poets, Saturday Review; the axioms of geometry, and the mechanical theory of magnetism, Nature; Italy after the resumption, Economist; Greek fire, knowledge; with instalments of "the baby's grandmother," "beauty and the beast," "a renegade" and "Valentine's day" and poetry.

The number for April 5th begins the 161st volume.

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

Miramichi and the North Shore, etc.

JERRY COHAN and party arrived in town yesterday and were giving a first-rate performance in Masonic Hall last night.

THE FRESHET in the Southwest caused a break in the Southwest Boom on Tuesday night and the loss of about 400,000 feet of lumber.

LARGE STOCK.—Messrs. J. S. Maclean & Co's spring stock is advertised in another column. No house in the trade is better or more favorably known.

DRIFT.—Quite a number of last year's logs went adrift with the Southwest ice last week. They are said to have belonged to a lot which were in charge of the Driving Company last fall.

THE NORTHWEST ice still holds on. Over 1000 logs are reported adrift in that river, but it is expected that most of them will be saved as the clear water below will admit of their being picked up.

THE ICE ran out of the river past Chatham last Thursday and there was clear water opposite the town on Friday. The lower portion of the river, however, is still full of ice, and the bay is jammed with it as far as the eye can reach.

SCHOOLS.—The Semi-annual examination of the Schools of No. 1 District will take place as follows.—

Monday forenoon—Miss Alexander's.
" afternoon—Miss Duffy's.
Tuesday forenoon—Miss Benson's.
" afternoon—Miss Williston's.
Wednesday forenoon—Mr. Palmer's.

Parents and the public, generally, are invited to attend.

THE TAVERNIER Company, who appeared in Masonic Halls, Chatham and Newcastle, during the past week, is composed of the best artists that have ever visited the Miramichi. They were well patronized, which, at this season of the year, is an attention not often bestowed upon dramatic companies by Miramichi people. It was, however, the excellence of the company that drew good houses. We are glad to learn that they are to return again in the latter part of June.

PERSONAL.—Rev. W. J. Tait of Sackville conducted the services in the Methodist Church, Chatham, on Sunday last, for Rev. Mr. Chapman, who, we regret to state, is yet too ill to discharge his ministerial duties.

J. B. Snowball, Esq. who was one of the passengers from England by the *Polynesian*, which arrived at Halifax on Tuesday afternoon, was expected home on Tuesday night, but, at last accounts, was detained at Amherst on account of an extensive wash-out on the I. C. R.

CAPT. HEATER'S CASE.—Three or four weeks ago officers from Dorchester came here and arrested Capt. Heater, late of the sch. Clara J. Wilbur, on a charge of embezzlement of the schooner's earnings. They took him to Dorchester, and he was tried on the charge, and also on a charge of forgery, it being alleged that he altered or defaced a bill. He was honorably acquitted, and returned here Friday evening. He has instructed his attorney to begin an action against the prosecutor, T. B. Wilbur of Dorchester, for false imprisonment and defamation of character. —*World.*

The New Chatham Ferry Boat.

One of the best boats yet built in Chatham is that at present on the stocks and nearly ready for launching in the Miramichi Foundry Company's building yard, and intended to take the place of the *Teazer* in the Ferry route between Chatham and the opposite side of the river. The contract for the steamer complete, is made between Capt. Thos. Haviland, the veteran ferry master, and the Foundry Company. The hull however is built under sub-contract, by Messrs. Peter Loggie and Wm. Sinclair, Mr. Sinclair having charge of construction and Mr. Loggie of the joiner work.

The general dimensions of the boat are, 81 feet from transom to transom.

20 feet beam—32 feet from guard to guard.

6 feet hold amidships, with a 20 inch sheer.

These dimensions show that the new boat is about one third larger than the *Teazer*.

The keel is of birch and is 9x7 inches; the main keelsons 10x10 and the sister keelsons 9x9. The bilge keelsons are 9x7 and there are outside bilge-keels corresponding with the bilge keelsons. The keels and keelsons are all of juniper and the keelsons and keels in centre and at the bilges are all through-bolted with galvanized iron.

The planking from the keel to the water-line is of birch and from that to the gunwale of juniper all 2 inches thick. The garboard strake is 3 in. thick and rebated into the keel. The ceiling is of juniper throughout and is two inches thick.

The beams are of juniper 7x8, the two principal ones, however, are 9x9 and form the ends of the paddle-boxes. The hull is strengthened outside by hanging knees opposite every other beam which are bolted through all work and fastened with clinch rings. The stringers, into which the beams are let down, are respectively 4x10 and 3x10, the heaviest one on the inside. These are bolted through and through, the bolts passing through the timber heads and being secured by clinch rings.

The guard which is of juniper 8x7 inches, extends from transom to transom on each side and is checked into the ends of the beams. This has also a ribbon-guard of beech 6x5 inches, which is protected by an iron plate about 4 in. wide and [illegible] thick.

The hull is further strengthened by a hog-frame extending over nearly the whole boat to within about three feet of each end. The bow of the hog frame is supported by seven 6x7 in. staunchions on each side of the boat, the staunchions being let down between the planking and sheathing, with shoulders on the stringers and through-fastened. The bows are composed of four strakes of juniper each 2x6 in. fitted closely together and securely fastened at the ends into the hull-timbers. At each staunchion there is a juniper knee extending fore and aft along the bow and down the side and thoroughly fastened. There is a strain-rod, running on iron chairs about two ft. apart, over the top of each bow securely fastened at each end through ceiling, timbers and planking. Iron rods also pass from the ends of the paddle-box beams over the hog-frame, supporting the strain of the shaft.

The deck is of princess pine 4x3 in. The rail is of juniper, 2½ ft. high from the deck and supported by pitch pine stanchions. On one side there will be two cabins, situated on each side of the paddle-boxes. One of these will be 9x5 and the other 13 x5 feet. On the other side will be the engine room, 24 ft. long and, for the greater part of its length, 11 ft. wide. The cabins will be neatly finished with matched and beaded sheathing.

The paddle wheels will be 10 ft. in diameter and 4 ft. 6 wide. The engine of the *Teazer* has been rebuilt and remodelled for the new boat and a new boiler with flue and return tubes is furnished by the Foundry.

Mr. Coker, Dominion Inspector of Hulls has made a thorough examination of the boat and pronounces her first class in every respect.

Mr. J. M. Ruddock, Mechanical Supt. of the Foundry, is the designer and draughtsman of the whole work. Under the builders' contract the boat is to be ready for delivery, in running order on 10th May, and as the launch is to take place on Saturday or Monday there is every probability that the contractors will be up to time. Capt. Haviland, who has always been deservedly popular, has shown commendable enterprise in providing so fine a boat and will, now, be able to accommodate his numerous patrons better than ever.

Provincial Appointments.

In the County of Kent—Thomas M. Gueguen, John Hutchison, Jude Feagan, Damien A. Bourgeois, George E. Coutes, Francois Gallant, Beverley S. Smith, Cyprien Dionne, Magloire A. Girouard, L. W. McAnn, Odilon M. Cormier, Augustin Viger, Samuel H. Gallagher, Joseph Degrass, Reuben Arsenault, Charles Gallant, and Patrick Connaughton to be Justices of the Peace. Francois O. Richard, to be a Free Grants Commissioner for Acadieville.

In the County of Northumberland.—William Russell, jr., Hugh Cameron, Edward Sinclair, Charles J. Thomson, Joseph King, Reuben S. Cormier, James Anderson, (Burnt Church.) William Loggie, (New Jersey,) Alexander G. Williston, James F. Wilson, and Thomas Laurie, to be Justices of the Peace. Joseph Williston to be Commissioner under the Labor Act for the Parish of Hardwicke. Isaie Savoy to be Commissioner under Free Grants Act for the Settlement of St. Joseph. John Maltby, to be Vendor of Liquors under the Scott Act at Newcastle.

In the County of Gloucester.—Docity F. Burke and Edward Chaisson, to be Justices of the Peace.

[From the St. John Telegraph.]

THE MIRAMICHI VALLEY RAILWAY.

A Letter Sent to Hon. Peter Mitchell.

THE HISTORY OF THE ENTERPRISE REVIEWED AND MR. MITCHELL'S ERROR EXPOSED.

CHATHAM, N. B., April 12.

Hon. Peter Mitchell, Ottawa:

Dear Sir: As an elector of Northumberland who cheerfully contributed to your return as the representative of the County, without opposition, in 1882, and as one who at that time received from you the assurance that you would, thenceforward, represent all sections of the County justly, I claim the right to express to you the disappointment I have—in common with a very large proportion of your constituents—experienced over your course in the matter of the Miramichi Valley Railway.

No one knows better than you do the intention of the original promoters of that railway in respect to its route and deep water terminus. You know that it was projected to run *via* Nelson Parish to Chatham—that for ten years, from the time the Act of Incorporation was passed, in 1872, until 1882, no Miramichi terminus was provided for in said Act, but the Town of Chatham. You know that in 1874, when the Subsidy Act was passed, giving the Valley and other proposed roads $5,000 a mile, a terminus in Nelson was provided for, with the option of Derby, also—the Chatham Branch Railway being then projected and the Nelson terminus being intended to complete the junction with the Chatham road and, thus, virtually make the terminus in Chatham. You must be aware, also, of the fact that the survey of 1875, under Mr. Buck, embraced lines on both sides of the Southwest as far up as Bartholmew River. You may not know, but it is, nevertheless, true that Mr. Gibson, who was so often spoken of by the so-called "Miramichi Valley Railway Company" as the capitalist whose co-operation was desired in the work, could not be induced to take hold of it, because he always objected to the Derby route, which Messrs. Call, Adams, Park and others in Newcastle favored. It was the determination of these gentlemen to divert the road from the route which nature and its projectors intended it should follow, that prevented capitalists from joining with them, and, although they asserted that they had one or more Americans of means associated with them, it is a fact that when they applied to the Local Government for a contract, under the Subsidy Act of 1874, they failed to secure it, simply because they could show only a stock list (like many others, got up for the purpose of starting railway balls rolling) and a desire to obtain control of the proposed subsidy. They could not even secure a guarantee from the Dominion Government for the loan of old rails, and it was their inability to satisty the Government that they were able, even with the subsidy of $5,000 per mile, to build the road that led to their being refused the contract. Had they, at any time, proposed to build the road as the Act under which they professed to be incorporated provided they should build it—had they not proposed to build it, in fact, by a route for which their Act gave them no authority—it is known that there would have been little difficulty in securing the necessary capital.

In 1882, then, the alleged Company was as far as ever from being in a position to build. In that year Mr. Michael Adams, being then a member of the Government, and having a majority in the Legislature disposed to assist him in his schemes, had the Northern and Western Railway Company's Act amended, and, for the first time, it was therein enacted that the Company might build to the parish of Derby or the parish of Southesk, provision being still left in it for construction via Nelson, or to Chatham. He, also, assisted by Mr. Davidson, had the provision in the Subsidy Act, passed that session, so framed as to make it apply to Derby and Southesk only—leaving Nelson and Chatham out altogether.

Thus the first legislative blow was struck at Nelson and Chatham in the railway matter. It was Mr. Adams who first diverted the railway from the route by which it was to benefit two-thirds of his constituents, who arbitrarily and unfairly used the position our people placed him in to deprive them of the benefits of a road which they had always been taught was especially designed to be *the* local road of Northumberland and a most important factor in promoting the welfare of the people from Ludlow to Escuminac and Portage River. The reduction of the Local Government subsidy, from $5,000 to $3,000 a mile, seemed to be a "wet blanket" on the project, and when it became generally known that Mr. Adams had prevented even that $3,000 a mile from being applied to the South or Nelson route, the people gave up the hope of ever seeing the road built.

In May last, however, when a large number of railroads were being provided for by the Dominion Government, you succeeded in securing a provision for 32 miles of the Valley Railway. But, like Mr. Adams, you seemed to be disposed to shut Chatham out, for the resolutions, as proposed by Sir Charles Tupper, in his notice of motion, provided that the line should start from the Intercolonial "above Wilson's Point." We, in Chatham, observed this and telegraphed Sir Charles, Sir Leonard Tilley, yourself, Mr. Blake and others, as follows,:—

CHATHAM, May 18, 1883.

To secure construction Miramichi Valley Railway as contemplated by promoters and Government with least delay, location between McLaggan's and Intercolonial should be left free as possible through available lands on either side Miramichi River, so as to meet views of the people of the different parishes—route, when decided on by Company, to be subject to approval of Dominion Government. This would fuse interests at present conflicting and lead to immediate united action by whole County. This is reasonable and can perjudice no section of County.

The above telegram was signed by leading citizens of Chatham, and it reached Ottawa on the afternoon of the day the resolutions relating to the subsidy were to come up. Sir Leonard, yourself and others, replied that the request made was a reasonable one and would be complied with. It was complied with. The resolution was so altered as to make the subsidy apply to "a point on the Intercolonial near the Miramichi," as the junction of the Valley Railway with that road. Thus, the effort inspired from Newcastle to shut Nelson and (consequently) Chatham out from participation in the benefits of the Dominion subsidy, was frustrated, and Chatham stood an equal chance, on its merits, with Newcastle. This changed the feelings of many who had suffered from your prejudices against Chatham while you were the representative of the County, prior to your defeat by Mr. Snowball, and encouraged the belief that you were disposed to treat all sections of the county fairly. To use a familiar phrase, your stock went up—you were gaining friends.

But little time elapsed after the passing of the Dominion subsidy bill before a meeting was held in Newcastle by some of the directors of the alleged Valley Railway Company. These gentlemen instructed Mr. Park, M. P. P., to go to Fredericton and ascertain on what terms the contract to build the road could be obtained from the Local Government. He went to Fredericton, and the gentlemen who sent him—or several of them—waited for some time in expectation of his fulfilling a portion of his instructions, viz, to report back to them as to the result of his mission. It transpired, however, that Mr. Park learned from the Attorney-General that the company he represented was not in a position to ask for a contract, because its "stockholders" had failed to comply with the provision of their Act, which required them to pay up $20,000 of their subscribed stock. It was known that Mr. Gibson was desirous of joining in the undertaking, provided the road by the south, or Nelson route, was determined upon, and several of the "directors" of the old "company" joined with him, and, with other gentlemen of Chatham, Nelson, Newcastle, Fredericton, etc., subscribed some $200,000 stock, paid up the $20,000 required by law, and advertised a meeting for organization.

Five days after these gentlemen paid up their $20,000, Messrs. Call, Adams, Whitney and others also paid up $20,000, and advertised an organization meeting for the same day as Mr. Gibson and his associates had advertised for, and the same hour.

This action seemed so obstructive in its design that the Company applied to the Supreme Court in Equity for an injunction to prevent Mr. Call and his associates from proceeding with organization, and obtained it, the papers being served about the time the meeting was held, but, as alleged, too late to prevent organization. Meantime, the organization of the company was duly effected at Fredericton, and Mr. Gibson was made president.

With a promptness and enterprise which inspired confidence in them among the people, the Company employed Mr. Maxwell, C. E., who, with an efficient corps of assistants, made a thorough survey of both sides of the river as far up as a point just above Bartholemew River. The result of this survey went to show that the route from Derby Station to Bartholemew, keeping the north side all the way was, by far the most expensive to build over, so they determined—as the Dominion subsidy applied to the south as well as the north side route—to build by the former, provided the Local Government would assent to the restoration of the provision therefor to the Subsidy Act, as it had stood in the Act of 1874.

The surveys being finished the Company applied for a contract, under the Local Subsidy Act, but the Local Government did not at once award the contract, as they said it would be only fair to hear what the representatives of the "old company" had to say. In response to a notice from the Government Messrs. M. Adams and W. Park met the Attorney-General and others in St. John, where they are stated to have failed in showing that they were in a position to enter into a contract and, finally, said they were willing to retire from the field, claiming that the contract with the Company must be made so as to oblige the latter to build from Derby Station.

In a day or two after, the contract was entered into between the Crown and the Northern and Western Railway Company to build a railway from Derby Station *via* Valley of the Miramichi to St. Mary's, subject to any alterations as to route which might be authorized by the Legislature, thereafter.

The Company, at once, made preparations to begin its road as soon as spring came. Rails were purchased and other obligations entered into.

Meantime, it having been stated that the Company intended to seek legislation by which the junction could be made with the I. C. R. on the south side of the river in Nelson instead of in Derby, Mr. Adams and Mr. Park induced the Municipal Council to petition against such legislation.

This was followed by the getting up of counter petitions from the ratepayers of the County, 75 per cent. of whom favored the Company's views and asked the Legislature to restore the provision by which a deep water terminus might be secured at Chatham, to the Subsidy Act, as it was in the Act of 1874.

The Legislature, some three weeks since, passed a bill by which the Government is authorized to allow the Company to build from a point on the Intercolonial in the parish of Nelson, so that while legislation on the subject is precisely what it was under the subsidy act of 1874, no alteration has yet been made in the contract with the Crown.

You must be fully aware of the merits of this question and of the importance to the Valley Railway of its being free from the disabilities it would be subject to were it to have its junction with the I. C. R. between the Miramichi bridges, instead of at Chatham Junction, where trains might proceed to at least one of the towns of the river without being obliged to wait the convenience of those controlling another line.

It may be urged that the I. C. R. authorities would be disposed to give the Valley Co. every facility for its traffic, but when we consider the attitude they have assumed towards the Chatham Branch, which is one of their best feeders—when they will not even allow I C. R. tickets to be sold at Chatham Station—we ought not to be unprepared for similar treatment for a line terminating between their two important and costly bridges. But, grant that they would give traffic over the road every facility, would it make any appreciable difference to Newcastle whether the cars, or freight, or passengers for that place ran over five in stead of three miles of I. C. R, rails?

You must remember that with the subsidies available when the Company sought their contract, no capitalists had been found willing to embark in the enterprise by the northern or Derby route. It was principally Chatham men who had taken the matter up and, very properly joined with Mr. Gibson, who would only favor the road, as originally projected—to Chatham via Nelson. I have no doubt that, had the enterprise been aided by larger subsidies, the Company would have been prepared to not only bridge the river at Millerton and run by the Derby side from that place upwards to Bartholomew, but, also, if deemed necessary, to build a branch downwards to Derby Station on the I. C. R.; and had you and your friends shown a disposition to do anything but crush the Company, there would have been no difficulty—in view of the Dominion Government's willingness to liberally aid the project—in the Company meeting the best understood views of all parties principally interested.

What the representations made by yourself and others in the selfish Newcastle interest may have been we, in Chatham have no means of knowing. That you have done your worst against us is the unanimous belief of your former best friends here, in common with those who were opposed to you, and, up to the present writing, (Saturday night) some who were waiting for your explanations, and waited in vain, have concluded you have none to give that will satisfy your County, as a whole.

Knowing something of the fertile resources of experienced politicians I anticipate an attempt, on your part, to delude us with the hope that after the branch to Indiantown is built you will secure for us the subsidy for the south side route, but that illusion will not mislead us. We know that we had a Dominion subsidy already provided for the road, to apply to either side—as available for the south as the north side—and that you have been instrumental in having it taken from us. We know that the Company which, to-day, has a contract with the Crown to build the Valley Railway from the I. C. R. to Fredericton, starting from Derby siding, has been—as you and your friends doubtless hope—crippled by the Dominion's attempt to wrest the ground from them and leave their $80,000 investment almost a dead loss on their hands. We know that neither any member of the company, nor any of your numerous friends interested in the road, by the south side, were consulted for a moment, and that you kept your attack upon their vested rights and interests a secret until the rules of Parliament forced a knowledge of them before the people, when it was too late for the Government to learn the true position of affairs— too late for us to dispel fabrications placed before them at Ottawa by meeting you face to face, man fashion.

In this whole business you have represented, not this County, but the selfish and envious interests of a small coterie in Newcastle. You deprive the people of a railway which would accommodate the whole length of your County, in order to vent your spite upon Chatham, and you attempt to provide a branch within the limits of one of the smallest parishes, to please a covey of political cormorants in Newcastle, who could not maintain their prestige for a month unaided by public money and patronage, which they receive, exclusively, and with injustice to your other supporters, equally loyal, in the County. In the whole business, however, you have overreached yourself. Your designs will miscarry. Even at this early stage I predict that you have not crushed the Company nor defeated its plans. You have simply shown us that, as regards Chatham, you have always been "willing to wound, but afraid to strike," until you thought you had an opportunity to do so with deadly effect. Truly yours,

D. G. SMITH.

When the above letter went to the *Telegraph* for publication it was sent without the name or initials of the writer attached, but as the editor of that paper appended the initials, "D. G. S.," to it we add the writer's full name instead, so that the letter now appears just as it was sent to Mr. Mitchell.

MR. MITCHELL'S REPLY.

The following reply from Mr. Mitchell shows his ability to misrepresent the writer, as he has our railway interests:—

OTTAWA, 16th April, 1884.

SIR,—I am in receipt of your letter of 12th inst., in reference to the matter of the Derby Branch, and the subsidy to the Northern and Western road.

It's unfair and discourteous treatment of the subject referred to, coming from one whose hostility and unfairness to myself has for years been, and still is, in his correspondence, marked in no ordinary manner—even though he may be as he asserts—an elector of the County—has no claim upon me to give him any explanation of my acts, and I decline to do it, and more especially as I have fully dealt with the subject in my reply to the committee of Chatham gentlemen who have addressed me upon the subject. I am, etc. P. MITCHELL.

To Mr. D. G. Smith, Chatham, Miramichi.

MR. SMITH'S REPLY.

CHATHAM, N. B., April 21st, '84.

Hon. P. Mitchell, Ottawa:—

DEAR SIR,—I beg to acknowledge receipt of yours of 16th inst., in which you refer to my letter of 12th inst. as "coming from one whose hostility and unfairness" to you "has for years been and still is, in his correspondence, marked in no ordinary manner," and have to say that it is you who have shown the hostility and unfairness to me, in your utterances in Parliament, while I have only defended myself against you. From the time of your unopposed return in 1882 up to the present, I have treated you—in my journalistic capacity, as well as personally—respectfully and fairly and you cannot prove, though you may, and do assert the contrary.

In this railway business, however, you have so misrepresented those who have been and are earnestly engaged in promoting the work—you have so wantonly sought to crush their enterprise, and, with it, the hopes of a large majority of your constituents, that I am forced to the conclusion that you are the enemy of Northumberland, and, as such, deserve to be plainly informed of, at least, one of its electors' belief in the matter.

The committee of Chatham gentlemen to whom you refer have, at my request, shown me your letter to them, and have seen mine of 12th to you, and they have assured me that my letter embodies, not only their sentiments, but those of the whole County, excepting the parties at Newcastle, and the few interested parties who are working with them and with you.

Respecting "explanation of your acts" I asked for none, for I know you have none which, with all your boldness and experience, you dare offer to me.

Truly yours, D. G. SMITH.

DIED.

At Chatham, on the 17th inst., of congestion of the lungs, Jennie Taylor, aged 2 years and 3 months, youngest daughter of Shepherd and Mary Frost.

[New York papers please copy.]

New Advertisements.

Wanted Immediately

TWO SERVANTS,
FOR HOUSEWORK.
HIGH WAGES, Apply to
Miss HUTCHISON, - Douglastown.

HOUSEMAID.

WANTED, in a Family of Three Adults, a Competent Housemaid.

Apply at the "ADVANCE" OFFICE.

SCHOOL NOTICE.

A class in Standard 1. will be formed at Miss Alexander's School in District No. 1 on the 1st. May next. No children will be admitted to this standard except at the beginning of the year. No children under 5 years of age admitted.

☞ Permits to be had from

THOS. CRIMMEN,
Secty.

Chatham, 19th April, 1884.

1884. SPRING, 1884.

WE beg to intimate to Our Customers that we have now COMPLETED OUR SPRING STOCK of

Groceries & Provisions

And are almost Daily Receiving New importations by Steamers from London, Liverpool, and by Vessels from West Indies, consisting in part of:

400 Puncheons, Tierces & Bbls. Choice Demerara Clenfuegos and British Island Molasses,
100 Barrels Granulated Sugar,
60 Bbls., hf. Bbls. and Boxes Cut Loaf Sugar,
200 Bbls. all Grades Refined Sugar,
850 Hlf. Chests Very Superior and Lower Grades Congou Tea,
100 Boxes do. for Family use,
120 Boxes and hf. do. Mayflower, Mariners, and Imperial Black Tobacco,
150 Boxes and Caddies Nanoleon, Mahogany, Hiawatha, Birds Eye, Golden Leaf, Pilot and other brands Bright ditto,
80 Boxes Black Courtie ditto,
120 Boxes Blue and White Starch,
120 do. Prepared Corn,
150 Kegs Bi-carb Soda,
100 Bags Rice,
250 Boxes Soap, various brands and qualities,
60 Cases Pickles, (Mixed,)
60 Cases Salt in bottles,
50 Bbls. do. in bags,
500 Bags factory filled do.,
120 Bbls. P. E. I. Mess Pork,
50 do. Thin Mess do.,
200 do. Prime Mess do.,
50 Cases Colman's Mustard in Tins and Tidfoll,
120 Boxes Spices of All Kinds,
100 doz. Buckets and Hf. do.
80 do. Brooms,
50 Boxes Scotch Pipes,
80 do. Canadian do.,
400 Boxes, Mfs. and Qrs. London Layer Raisins,
250 Boxes Valencia,
50 Bbls. and Cases Currants,
75 Cases Matches,

And Other Articles usually kept
5.y.15. IN STOCK.

J. S. MACLEAN & CO.,
JERUSALEM WAREHOUSE, - - HALIFAX.

To Lease for a Term of Years

That well known Business Stand lately occupied by John Bell Jr., situate on the corner of Water and Henderson Streets. Possession given 1st May.
Apply to
M. A. McCULLEY.

CHATHAM, 22nd. April, 1884.

Sheriff's Sale.

To be Sold at PUBLIC AUCTION on SATURDAY the 2nd. Day of AUGUST, Next, in front of the Post Office in Chatham, between the hours of 12. noon and 5 o'clock, p m.

ALL the Right, Title, Interest and Share of Alexander Forrest, of, in and to all and singular those several Pieces, Parcels, or Lots of Land, situate, lying and being in the Parish of Chatham and County of Northumberland and abutted and bounded as follows, viz:—

All that certain Lot of Land situate, lying and being in the Parish and County aforesaid, fronting on the Miramichi River and bounded on the upper or Westerly side by lands owned by John Forrest, in Rear, by granted Lands Fronting on Napan River, on the lower or Easterly side, by lands owned by the said John Forrest, and on the front or Northerly by the said River Miramichi, being known and distinguished as Lot Number 18, which lot was conveyed to Robert Forrest, deceased, by the late James Russell, Sr., by Deed dated the 25th. April. 1854, containing 100 acres more or less.

ALSO: All that other piece or parcel of Land, situate in the Parish and County aforesaid on the South side of the Queen's Highway on Wellington Road so called, commencing at the lower side of the John Forrest land or Lot, thence running Westerly along the South side of the said Road about 15 Rods or one equal half of the said John Forrest land, thence back on a line parallel with the lines of the said Lot such distance as will make TEN ACRES, embracing in the distance one half of the width of the said John Forrest Lot of Land, being the piece or parcel of land bequeathed to the late Robert Forrest by his father the late John Forrest, deceased, by Will dated the 7th day of May, A. D., 1858.

ALSO: All that other piece or parcel of Land situate, lying, and being in the Parish and County aforesaid, known as part of Lot Number 17, fronting on the South side of Miramichi River, which part thereof is bounded as follows, viz:—

Commencing on the upper or Westerly side line of the said Lot at the South side of the Brook called and known as Black Brook, which runs across the said Lot, thence Easterly, or down stream following the said brook to the lower side line of the said Lot, thence Southerly along the Easterly side line of the said Lot to the rear thereof, thence Westerly along the said rear line 66 Rods or to the upper side line of the said Lot, thence Northerly along the upper side line of the said Lot to the South side of Black Brook aforesaid, being the place of beginning, containing 30 Acres more or less, and being that part of No. 17 conveyed by Alex. McFarlane deceased, to Robert Forrest deceased, by Deed dated the 6th. day of December, A. D., 1836.

The same having been seized by me under and by virtue of an Execution issued out of the Northumberland County Court against the said Alexander Forrest at the suit of Thomas F. Gillespie, John Sadler, and Daniel Crimmen.

JOHN SHIRREFF,
Sheriff of Northumberland County.

Sheriff's Office, Newcastle, 21st. April, A. D. '84.

TEACHER WANTED

WANTED to teach French and English in district No. 8, Tracadie, a first or second class male or female teacher. Apply immediately to
WM. FERGUSON,
Secretary Trustees.

Teacher Wanted.

A SECOND Class Female Teacher is wanted for District No. 4, Blackville, to begin May 1st. Apply stating salary.

DAVID COUGHLAN,
DAVID SULLIVAN, } Trustees.
MOSES HARRIS,

OIL!

—ooo—

50 bbls. Paraffine Oil.

E. A. STRANG,
Chatham.

HERRINGS!

HERRINGS!!

100 bbls No. 1 Caraquet Herrings,
50 half do do do

☞ FOR SALE LOW ☜

R. BAIN.

CAPITAL PRIZE, $75,000.
Tickets only $5. Shares in proportion

L. S. L.

Louisiana State Lottery Company.

"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorise the Company to use this certificate, with facsimiles of our signatures attached, in its advertisements."

G. T. Beauregard
J. A. Early
Commissioners.

Incorporated in 1868 for 25 years by the Legislature for Educational and Charitable purposes—with a Capital of $1,000,000—to which a reserve fund of over $550,000 has since been added.

By an overwhelming popular vote its franchise was made a part of the present State Constitution adopted December 2d A. D. 1879.

The only Lottery ever voted on and endorsed by the people of any State.

It never scales or postpones.

Its Grand Single Number Drawings take place monthly.

A SPLENDID OPPORTUNITY TO WIN A FORTUNE. FIFTH GRAND DRAWING, CLASS E, IN THE ACADEMY OF MUSIC, NEW ORLEANS, TUESDAY, MAY 13, 1884—168th Monthly Drawing.

CAPITAL PRIZE, $75,000.

100,000 Tickets at Five Dollars Each.
Fractions, in Fifths in proportion.

LIST OF PRIZES.

1 CAPITAL PRIZE			$75,000
1 do.	do.		25,000
1 do.	do.		10,000
2 PRIZES OF $6000			12,000
5 do.	2000		10,000
10 do.	1000		10,000
20 do.	500		10,000
100 do.	200		20,000
200 do.	100		20,000
500 do.	50		25,000
1000 do.	25		25,000
APPROXIMATION PRIZES.			
9 Approximation Prizes of $750			6,850
9 do	do	500	4,500
9 do	do	250	2,250
1967 Prizes, amounting to			$265,500

Application for rates to Clubs should be made only to the Office of the Company in New Orleans.

For further information write clearly, giving full address. Make P. O. Money Orders payable and address Registered Letters to

New Orleans National Bank,
New Orleans, La.

POSTAL NOTES and ordinary letters by Mail or Express (all sums of $5 and upwards by Express at our expense) to

M. A. Dauphin,
New Orleans, La.

or M. A. Dauphin,
607 Seventh St., Washington, D. C.

FOR SALE!

1 AYRSHIRE BULL, "Prince Napoleon," registered N. B., H. B. 211; calved April 21st, 1883. Brown and white, spotted.

1 AYRSHIRE BULL, "Prince William," registered N. B., H. B., 212; calved 22nd April, 1883. White and brown, spotted.

☞ Full particulars with Pedigree given on application.

Also—TWO GRADE BULL, one year old.

5 y 1 Apply— J. B. SNOWBALL.

Executor's Notice.

ALL PERSONS having claims against the estate of Donald Buckley, Merchant, late of Rogersville, deceased, are hereby requested to present the same duly attested to the undersigned Executor at his office in the parish of Rogersville within Three Months and All Persons indebted to the said estate, are hereby requested to make immedi