

The Union Advocate.

A WEEKLY JOURNAL.

W. & J. ANSLAW.

VOL. XIII.—No. 21.

Our Country, with its United Interests.

Newcastle, N. B., Wednesday, March 17, 1880.

EDITORS & PROPRIETORS.

WHOLE NO. 645.

WAVERLY HOTEL.

NEWCASTLE, N. B.—MIRAMICHI, N. B.
This House has lately been refurnished, and very possible arrangement made to ensure the comfort of travellers.
LIVERY STABLES, WITH GOOD COFFIN, ON THE PREMISES.
ALEX. STEWART, Proprietor.
Late of Waverly Hotel, St. John's.
Newcastle, Dec. 2, 1878.

UNITED STATES HOTEL.

NEWCASTLE, N. B.—MIRAMICHI, N. B.
THIS HOTEL is very pleasantly situated, has recently been refurnished, and very possible arrangement made to ensure the comfort of travellers.
LIVERY STABLES, WITH GOOD COFFIN, ON THE PREMISES.
JOHN PAT, Proprietor.
Newcastle, Oct. 5, 1877.

CANADA HOUSE.

CHATHAM, N. B.—NEW BRUNSWICK.
WM. JOHNSTON, Proprietor.
CONSIDERABLE outlay has been made on this house to make it a first class Hotel, and travellers will find it a desirable temporary residence both as regards location and comfort. It is situated within two minutes walk of steamboat landing. The proprietor returns thanks to the public for the encouragement given him in the past, and will endeavor by courtesy and attention to merit the same in the future.
Good Stabling on the Premises.
May 18th, 1878.

ROYAL HOTEL.

KING SQUARE.
I HAVE much pleasure in informing my numerous friends and the public generally, that I have leased the Hotel formerly known as the "CONVENTUAL" and thoroughly renovated the same, making it, as the "ROYAL" always had the reputation of being one of the best Hotels in the Province.
Excellent Bill of Fare, First-class Wines, Liquors and Cigars, and superior accommodation.
Blackhall's Livery Stable attached.
THOS. F. RAYMOND, Proprietor.
St. John, July 9, 1877.

"Foster House," Tabusintac.

THE subscriber has refitted the FOSTER HOUSE, and is now prepared to accommodate Sportsmen and Travellers.
This House being but a short distance from the Bay there is good shooting close at hand, and special attention will be given to the comfort of patrons.
DAVID MCINTOSH, Proprietor.
Tabusintac, October 18, 1879.

MIRAMICHI MARBLE WORKS.

WATER ST.—CHATHAM.
WILLIAM LAWLER, Proprietor.
Importers of Marble & Manufacturer of MONUMENTS, TABLES, HEADSTONES, MANTELS, TABLETOPS, &c.
A GOOD STOCK ALWAYS ON HAND.
GRANITE MONUMENTS made to order; CARPS and SILLIS for windows supplied at short notice. PATENTWORK done in all its branches attended to, and satisfaction given.
JANUARY 24, 1876.

S. N. KNOWLES.

Manufacturer of and Dealer in Trunks, Valises, Satchels, &c.
66 KING STREET.
(South Side). SAINT JOHN, N. B.
CANVAS COVERS MADE TO ORDER.
SAMPLE TRUNKS A SPECIALTY.
May 5, 1878.

RUBBER BELTING.

EXTRA Stretched and Patent Smooth Surface Rubber Belting. In Stock—various widths in 3, 4, and 6 Piles.
"Hoyt's" Celebrated Patent Stretched and Riveted Oak Tanned Rubber Belting (double and single).
SAWS: SAWMILL "Diston" Mill, Circular, Rotary, Cross Cut, Hand and Jig Saws, MACHINE OILS, Lard, Olive, Seal, West Virginia, and Cylinder Oils, MILL SUPPLIES, Lathing Leather, Piles, Emery wheels, Belt Pumps, Rivets, Saw Swages, &c., &c.
ESTEE, ALLWOOD & CO., (Successors to Z. G. Gable),
Price Wm. St., St. John, May 21.

LEATHER BELTING.

SAWS: SAWMILL "Diston" Mill, Circular, Rotary, Cross Cut, Hand and Jig Saws, MACHINE OILS, Lard, Olive, Seal, West Virginia, and Cylinder Oils, MILL SUPPLIES, Lathing Leather, Piles, Emery wheels, Belt Pumps, Rivets, Saw Swages, &c., &c.
ESTEE, ALLWOOD & CO., (Successors to Z. G. Gable),
Price Wm. St., St. John, May 21.

Leather & Shoe Findings.

THE Subscriber returns thanks to his numerous customers for past favors, and would say to all that he keeps constantly on hand a full supply of the best quality of goods to be had at lowest rates for cash. Also, S. R. Foster & Son's Nails and Tacks of all sizes, and Clarke & Son's Root Trees, Laths, &c. English Tools, as well as home made Tools to order, of the best material. Wholesale and Retail.
No. 65 King St., St. John, N. B.
April 29, 1879.

WANTED.

A SHOP and OFFICE BOY—one willing to make himself generally useful.
Apply to
DR. FREEMAN.
Newcastle, S.

Law and Collection Offices.

ADAMS & LAWLOR, Barristers and Attorneys at Law, Solicitors in Bankruptcy Conveyancers, Notaries Public, &c., Real Estate, & Fire Insurance Agents.
CLAIMS Collected in all parts of the Dominion.
OFFICES: NEWCASTLE AND BATHURST. M. ADAMS, R. A. LAWLOR.
July 18th, 1878.

SAMUEL THOMSON.

Barrister and Attorney-at-Law, Solicitor in Bankruptcy, NOTARY PUBLIC &c.
LOANS Negotiated, Claims Promptly Collected, and Professional Business in all its branches, executed with accuracy and despatch.
OFFICE—PUBLIC BUILDINGS, NEWCASTLE, MIRAMICHI, N. B.
July 17, 1878.

WILLIAM A. PARK.

Barrister & Attorney at Law, SOLICITOR, NOTARY PUBLIC, &c.
OFFICE—Over the Store of William Park, Esq., Castle Street, NEWCASTLE.
May 1, 1877.

JAMES P. MITCHELL.

ATTORNEY-AT-LAW, Notary Public, Conveyancer, &c.
OFFICE ADJOINING TELEGRAPH OFFICE, HAYS' BUILDING, NEWCASTLE, N. B.
February, 17, 1880.

JOHN R. MALTBY.

ATTORNEY-AT-LAW, NOTARY PUBLIC, CONVEYANCER, &c., &c.
OFFICE—Over the store of James Fish, Esq., Commercial Wharf, NEWCASTLE, N. B.
February 24, 1880.

L. J. TWEEDIE.

ATTORNEY & BARRISTER AT LAW, NOTARY PUBLIC, CONVEYANCER, &c., &c.
CHATHAM, N. B.
OFFICE—Snowball's Building, May 12, 1874.

A. H. JOHNSON.

BARRISTER AT LAW, SOLICITOR, NOTARY PUBLIC, &c., &c., CHATHAM, N. B.
July 10, 1877.

JOHN McALLISTER.

ATTORNEY-AT-LAW, NOTARY PUBLIC, Conveyancer, &c., CAMPBELLTON, N. B.
May 5, 1879.

WILLET & QUICLEY.

Barristers, Attorneys, NOTARIES PUBLIC, &c., Princess St., Ritchie's Building, (up stairs), ST. JOHN, N. B.
John Willet, Esq., LL.B., B. C. L., apso Commissioner for Massachusetts.

CARD.

DR. H. A. FISH
Has commenced Practice in Newcastle, and can be consulted at his Office.
Residence of James Fish, Esq.
OFFICE HOURS—10 to 12, 2 to 5, 7 to 10.
June 16, 1879.

HERBERT T. DAWSON, M.D.

PHYSICIAN & SURGEON, NEWCASTLE, N. B.
OFFICE—In Mr. John Dalton's House; RESIDENCE, At Mr. Wm. Gremley's, opposite Office.
Newcastle, March 26, 1877.

DR. McDONALD.

PHYSICIAN AND SURGEON, OFFICE: AT MR. THOMAS MALTBY'S, Newcastle, March 26, 1879. April 16-177.

PETER LOGGIE.

Wood Moulding & Planing MILL, Near the Ferry Landing, CHATHAM.
EVERY DESCRIPTION OF FINISHING for House or Ship Work, manufactured to order.
Venetian Blinds, Doors and Sashes, Pine and Walnut Mouldings, Jig Sawing and Planing, a Specialty.
Estimates and Specifications furnished on application.
Orders attended to with despatch.
P. LOGGIE.

Lamps, Oils, &c.

CHANDLIERIES, BRACKET, TABLE AND HAND LAMPS, Chimneys, Wicks, &c., AMERICAN & CANADIAN OILS, WHOLESALE & RETAIL, J. R. CAMERON, "KINNIS & GARDNER BLOCK," Prince William Street, St. John, May 7, 1878.

DENTISTRY.

Dr. Freeman
will attend to DENTISTRY in his various Branches, as his other engagements will permit.
Having procured every appliance and the most recent improvements, Dr. F. guarantees all operations and gives special attention to the insertion of

ARTIFICIAL TEETH.

Either on Rubber or a new and improved Base called Celluloid.
Being a resident in the County his patrons will find no difficulty in having every guarantee made good.
Newcastle, April 15, 1876. 1947.

WILLIAM WYSE.

GENERAL DEALER, Auctioneer & Commission Merchant, CHATHAM, MIRAMICHI, N. B.
Merchandise and Produce received on Commission.
Liberal Advances made on Consignments.
NO CHARGE FOR STORAGE.
AUCTION SALES, and all Business in connection with the same, attended to promptly.
July 15, 1879.

PATENTS.

obtained for new inventions, or for improvements in old ones. Caveats, Trade Marks and all patent business promptly attended to.
INVENTIONS THAT HAVE BEEN REFUSED may still, in most cases, be patented by us. Being opposite the U. S. Patent Office, and engaged in PATENT BUSINESS EXCLUSIVELY, we can secure patents in less time than those who are remote from Washington and who must depend upon the mails in all transactions with the Patent Office.
When Inventors send model sketches we make a search in the Patent Office and advise as to its patentability free of charge. Correspondence confidential, prices low, and NO CHARGE UNLESS PATENT IS OBTAINED.
We refer to Hon. Postmaster General D. M. KEY, Rev. F. D. POWERS, to officials in the U. S. Patent Office, and especially to our clients in every state of the Union and in Canada. For special references, terms, advice, &c., Address C. A. SNOW & CO., Opposite Patent Office, Washington, D. C.

H. A. CROPLEY.

BOOKSELLER, STATIONER, PRINTER, BOOKBINDER, Paper Ruler, and Blank Book Manufacturer.
Corner of QUEEN and REGENT STREETS, FREDERICTON, N. B.
The attention of the people of Boiestown, Doaktown, Blackville, Indiantown, Derby, and intermediate Villages and settlements between Fredericton and Newcastle and Chatham, is most respectfully requested to the above House, the largest and longest established in Fredericton.

SAW MANUFACTORY.

FOR SALE!
THE Subscriber offers for sale, his shop situated on Cunard Street, Chatham, together with his Machinery, tools and fittings, consisting in part of ONE 6 HORSE-POWER ENGINE AND BOILER.
The attention of the people of Boiestown, Doaktown, Blackville, Indiantown, Derby, and intermediate Villages and settlements between Fredericton and Newcastle and Chatham, is most respectfully requested to the above House, the largest and longest established in Fredericton.

INTERCOLONIAL RAILWAY.

Winter Arrangement, 1879-80.
ON and after MONDAY, the 17th No. daily (Sunday excepted) as follows:—
Express for Quebec, 12.57 a.m.
Express for Halifax and St. John, 1.52 a.m.
Accommodation for Moncton, connecting at Moncton with Express for St. John, 9.57 a.m.
Accommodation for Campbellton, 5.30 p.m.
D. POTTINGER, Chief Supt.
Moncton, N. B., 14th Nov., 1879.

General Intelligence.

(St. John Globe, March 9.)
Particulars of a Terrible Marine Disaster in the Bay of Fundy.
LOSS OF SEVEN LIVES.
The barque "Eblana" sailed from Newport, Wales, on the 24th of January for this port with a cargo of 400 tons of coal. There were sixteen persons in all on board. The weather was stormy the greater part of the passage, and the small spars were carried away. At one time two of the crew—Flavin and McKennan—had reached the deck when the yard was carried away. The vessel got safely into the Bay, however, and on Sunday night at 8 o'clock made Briar Island. All hands were looking to a speedy arrival in port, and the Captain was especially joyous. Towards midnight the weather became dark and threatening; and shortly before one o'clock snow began to fall.

A GALE SPRANG UP, and the vessel went scudding along at ten knots an hour. About two o'clock when it was McKennan's watch, he saw something ahead which was either land or fog. He decided it was land, and so informed the mate. The latter said it was fog, but he received convincing proof of the contrary in a moment when the breakers were seen. It was not known where the vessel was, and only a moment before orders had been issued to cast the lead. An alarm was given, but it was now too late: the vessel struck bottom, and she went down under the face of a frowning precipice. It did not require more than a moment to see that ALL HANDS WERE IN FRIGHTFUL PERIL. A violent storm was raging, the vessel began to bump and thump on the rocks, huge waves washed over the decks, nothing could be seen in the pitchy darkness but the wall of rock in front. Death surely stared them in the face. There was no time for musing, however, and the men set to work at once to try and save their lives. They first launched the boats, but the seas were beating furiously against the vessel, and one after another the three boats were destroyed, and that avenue of escape was lost. There was no other resource now than to take to the rigging, and there wait until daylight. All hands, with the exception of the steward and his wife and child, two able seamen and a boy, had gone forward and securely lashed themselves to the chain plates. The others mentioned got into the mizen rigging. Presently it was seen the vessel was settling aft. The pounding on the rocks had

SMASHED IN HER BOTTOM and the water was pouring in. Those on the mizen rigging climbed farther up, but it was useless: their doom was sealed. The barque suddenly lurched over on her broadside, and the waves washed off the woman, her child, and the three sailors. The men forward could see those aft battling for life, they could hear the little three year old child crying, but they could do nothing to save them: they were powerless to help themselves. Sea after sea threatened to wash them all away, and they dared not move. Had the Captain and Mate clung to the wreck like the others they might have been saved. The loss of those in the mizen rigging seemed to affect

THE MEN SAID AS FOLLOWS:—
Geo. Doody, second mate; John Slade, steward; Joseph Flavin, Samuel Taylor, John Ernest, John Nicholson, John McKillop, Dominick McKennan, William Wilson, Able seamen.

THE DROWNED.
The following were drowned:—
Capt. John G. Barry, of St. John; John Bissett, of Annapolis, first mate; Mrs. Elizabeth Slade, Baltimore, stewardess; Her son Richard John Slade; Albert Smith, of Birmingham, sailor; Alfred Kernan (German), sailor; James Wilson, of Birmingham, sailor.

Captain Barry was a well known shipmaster and a very reliable man. He leaves a wife who is a daughter of Mr. John Doody. Very little is known about the others who were drowned. The diff on which the vessel first struck lies about S. W. of Cape Spencer. It is almost perpendicular, and rises to the height of some 90 or 100 feet above high water line. About 400 yards above is the point at which the vessel last struck and foundered. The rock here, too, is very steep, and looking at it to-day, one cannot help but wonder how it was ever scaled by mortal man. The traces of the foot steps could be plainly seen here and there along the side of the bank, and in one or two places, where the snow was beaten down more than the rest, it was explained where they had almost altered in their weary struggle for life. Mr. Doody did not know how in the world they ever reached the top, and said that if they had dared to look back they would have surely been precipitated to the jagged rocks below, and met a terrible death. Some of the fishermen of the locality aver that the iron nature of these rocks causes a deviation of the compass in a vessel, if they are approached very near, and they have known several cases where such a state of things has occurred.

The barque "Eblana" was 651 tons register, was built at Gardner's Creek in 1868, and was owned by Messrs. George Curvill and John McSweeney. She was insured for \$19,000—\$9,500 in Mr. Robt. Marshall's office and the balance in Mr. Rannay's office. The vessel had acquired quite a celebrity as a fast sailer, having made many very quick passages while commanded by Capt. Barry, and also when commanded by Capt. Olson.

Dominion Parliament.

OTTAWA, March 8.
Sir Leonard Tilley laid upon the table correspondence between the Government and merchants of Prince Edward Island respecting Fishery award.
Sir John said in answer to Mr.

Donville that it was under the consideration of the Government to subsidize a line of steamers from St. John to Panama, touching at the West Indies.
In answer to DeCosmos, the Government said it was not their intention to introduce a measure this session to enable Government to issue life insurance policies.
Mr. Angers said it was necessary last year to buy the Grand Trunk in order to connect the Intercolonial with the St. Lawrence river at Montreal. He thought that as by building the seven or eight miles required to connect the Intercolonial with the St. Lawrence river at Quebec, the distance between Halifax and St. John and Ottawa would be shortened 84 miles, the Government ought to take up the work. He added other arguments to show that the trade of the country would be benefited, and that the North Shore Line from Quebec to Ottawa would connect with Central lines through Ontario next year, and thus the trade of Western Canada be carried to the ocean via ports in the Maritime Provinces with more certainty than in the past. He showed that Halifax would reap advantages from the shortening of the distance, which would give her a better chance than ever to become the Winter Port. On motion of Mr. Blake for correspondence on the subject of County Court Judgeship of Leeds and Grenville, a discussion arose respecting salaries.

Mr. Cameron, of Haron, complained that Judge's salaries were not sufficient.
Sir John said the experience of both Governments had been that there were always applicants enough for vacancies in the Judiciary, to enable the Government to make good selections. Several other speakers discussed the subject, coming to the conclusion that County Judges ought to resign when they get old, and ought to be selected from outside of the Judicial districts to which they are appointed.
The following is a summary of estimated expenditure of financial year, ending 30th June, 1881:—
Public debt, \$5,882,348.
Charges of management, \$204,640.
Civil Government, \$917,452.
Administration of Justice, \$907,805.
Police, \$13,000.
Legislation, \$634,131.
Agriculture and Statistics, including Census, \$217,300.
Immigration and Quarantine, \$193,016.
Pensions, \$246,752.
Militia, \$686,800.
Railways and Canals, chargeable to income, \$48,500.
Public Works and Buildings chargeable to Income, \$1,094,958.
Ocean and River Service, \$418,583.
Light House and Coast Protection, \$487,271.
Fisheries, \$83,800.
Scientific Institutions, \$46,400.
Marine Hospitals, \$64,000.
Steamboat Inspection, \$15,000.
Inspection of Insurance Companies, \$10,000.
Subsidies, \$3,423,605.
Geological Survey, \$55,000.
Indians, \$649,786.
North-West Mounted Police, \$290,000.
Miscellaneous, \$98,800.
Customs, \$721,565.
Excise, \$235,550.
Cutting Timber, \$66,900.
Weights and Measures, \$72,900.
Inspection of Staples, \$3,000.
Adulteration of Food, \$10,000.
Railways and Canals, \$2,150,440.
Public Works, \$122,945.
Post Office, \$1,852,000.
Dominion Lands, \$67,245.
Minor Revenues, \$10,000.
Total Consolidated Fund as above, \$25,007,203.

The total chargeable to capital is \$13,223,366, made up as follows:—
Redemption of Public Debt, \$1,311,566.
Public Works and Buildings, \$210,400.
Railways and Canals, \$11,401,400.
Dominion Lands, \$300,000.
Those two make up a gross total of estimated expenditure for the year, of \$35,230,570, being a decrease of \$6,476,284, compared with the estimates for the previous fiscal year.

In Committee on Railways and Telegraphs this morning, the Bell Telephone Company sought by their bill to place power to enter any city and to place their poles where they pleased without regard to City Councils.
Messrs. Ritchie and Donville fought hard for the right of the City Councils to decide whether the Company should have their power respected. They succeeded in securing some changes, but the committee refused to leave to the City Council to decide whether the company could or could not enter the city and put up its poles. Mr. Blake was strong in antagonism to the City Councils.

Evening Session.
Mr. Snowball moved for return showing rates charged on freight from principal points from Chicago, and eastward to all points in the Maritime Provinces.
Several other notices of motion were given and were passed without discussion.

The supplementary estimates for the fiscal year, ending 30th June, 1880 were laid upon the table to-day. They amount to \$1,511,792. They include the amount required in part to reconvert expenditure for immigration in 1874 and 1875 by the Government of New Brunswick.
Extension of Intercolonial Railway into Halifax, \$5,200.
St. John Customs House, \$60,000.
Dorchester Penitentiary, \$31,500.
Fredericton Post Office, \$6,000.
Woodstock Post Office, \$2,000.
Among the items in the estimates for 1881, are:—
Sydney Quarantine Hospital, \$2,000.
Lunenburg Hospital, \$3,500.
Indian Island Beach, \$2,200.
Cow Bay, \$11,820.
Buying Island Canso Harbor, \$5,000.
Pictou Island, \$2,000.
And Dredging in Nova Scotia, New Brunswick, and Prince Edward Island \$42,000.

Steam communication between Halifax and other points in the Provinces, are all kept up.
IMPORTS AND EXPORTS.
The return laid on the table this afternoon by Sir Leonard gives the figures and statistics of the imports and exports for the last six months of 1879, and the same period in 1878. The following figures give an imperfect but, so far as they go, correct idea of its contents:—
Imports, 1879, for six months, (Dutiable), \$38,472,593.
do (Free), 12,714,647.
Total, \$51,187,240.
Duty collected, \$6,320,862.
Imports last six months, 1879, (Dutiable), 24,848,724.
do (Free), 9,203,152.
Total, \$34,051,876.
Duty Collected, \$6,578,191.
Exports, last six months, 1879—
Great Britain, \$24,450,763.
United States, 16,260,885.
Total, \$40,711,648.
Exports, last six months, 1878—
Great Britain, \$31,337,644.
United States, 17,098,710.
Total, \$48,436,354.
Exports, last six months, 1879, Excess in 1879, \$7,827,243.

OTTAWA, March 9.
Sir S. L. Tilley asked that friends opposite would consent to concurrence being taken to-day on report of the Committee. He moved the House in Committee of Supply. Mr. Kirkpatrick in the chair. The Chairman reported the resolution.
THE BUDGET SPEECH.
Sir Leonard said when he had last the honor of moving the House into Committee on Ways and Means, he had pointed out the difference between the situation then and in 1873. Last year, he had to admit, the Treasury was not over-flowing, nor the country prosperous. They realized the difficulties of meeting the House under such circumstances. The National Policy had been adopted by an overwhelming majority of the people. If the circumstances were different, there was a sentiment in the country to sustain them. But they had experienced less difficulty than they had expected in making it acceptable to the country. The Government applied themselves to the task of making a tariff not burdensome to any section of the Dominion. At the close of the session, there was a general feeling that they had succeeded. It was shown by the public accounts that there had been a deficiency in three years of three million and three quarters of dollars. It became necessary to take steps to increase the receipts. They found themselves bound by the engagements of their predecessors for public works—Canals and Railways. They did not feel disposed to cancel these engagements as there was need of employment for the people. He enumerated large Railway contracts. They had to provide for increased expenditure of \$5,000,000 on account of the public debt. It was necessary to complete the remaining links of 180 miles between Lake Superior and Winnipeg with the least possible delay. In order to derive any benefit it was also necessary to construct two hundred miles west of Winnipeg, to open up the Great West. These new works involved a larger additional outlay than under other circumstances would have been advisable. When he came to the House last Session, additional taxation was also necessary to maintain the credit of the country, and that deficits should cease to exist. The deficiency of last year, instead of being two millions, would have been but for the change and the anticipated change in the Tariff, three million four hundred thousand (ironical cheers from the Opposition). The estimates of the late Finance Minister for 1878-9 were: from Customs, \$17,350,000. The receipts were \$12,900,600. Excise was estimated at \$9,000,000. The receipts were \$3,939,000. There was a similar discrepancy between the estimated receipts from Bill Stamps, Post Office, Public Works, and Investments. The whole estimate was \$25,850,000, and the receipts received were \$22,517,380, deducting \$1,300,000 received in anticipation of the tariff. The expenditure was estimated at \$23,669,000, but amounted to \$24,445,380. Other expenditures were under the estimate. The lapsed balances amounted to \$743,978. Adding these, the total deficiency would

have been \$4,161,866, so that the Government had to practically free a deficit of over two millions. There was not only increased expenditure for the year, but for future years, of over a million. The supplementary estimates contained items of \$100,000, for which the present Government were responsible. The deficiency on the Intercolonial, amounting to \$700,000, could not be charged to the present Government. The expenditures for which gentlemen opposite were responsible, would have left a deficiency of three millions. Coming to revenue and expenditure for this year, he had estimated from Customs to receive \$14,000,000, exclusive of \$500,000 collected in February and March, belonging to this year—now estimated to amount to \$700,000. Making this allowance, the receipts from Customs would be fourteen millions. Adding to the actual receipts for the past six months the sum anticipated, it would amount to nearly half that sum. For January and February, down to yesterday, we received \$450,000 more than during the same period of 1878, showing that we had good ground to go on in anticipation. The estimate now made for excises is \$4,800,000, to which should be added \$800,000 collected last year. The decreased consumption of spirits, owing to the increased duty, lost something to the revenue. From the Post Office the same estimate as last year was made. From Public Works \$50,000 increase. Bill stamps same as last year. Interests on investments \$15,000. All other revenues estimated at \$700,000, will probably not be more than \$650,000, making a total revenue of \$24,560,000. It was estimated at \$23,869,262. The supplementary estimates were over-run by \$688,922. Sir Leonard went into details to show in what way the interest Account was swelled up to over \$600,000 over the estimates. The result of the working of the Intercolonial was that from a deficiency of \$300,000, the deficiency was now but \$32,000, the total result of the year's work was that while the estimated expenditure was \$24,978,000, the receipts were \$24,450,000. Thus the income and expenditure were about balanced. He then proceeded to the estimates of next year. Customs next year were estimated at \$15,300,000, without any change in the tariff, curtailed in increase duties. From excise \$5,81,800; an excise duty of 14 cents per pound, on leaf tobacco, he estimated, would give \$20,000; railways will give \$2,280,000, making in all an estimated revenue of \$25,517,000, against an estimated expenditure of \$25,007,000. It will thus be seen that the pledge we gave to make the expenditure and receipts balance will be redeemed. (Loud Cheers.) The Government proposed to extend the authority for issuing Dominion notes from \$12,000,000 to \$20,000,000, guaranteed security of 15 per cent. in gold, and another 10 per cent. in other securities. This will prevent the necessity of going into the English market to borrow money. (Cheers.) He argued that the workings of the tariff policy, showed that the tariff had, in many important articles, increased the importation from Great Britain, and decreased those from the United States. He enumerated Iron, Sugar, Cotton, and Tea, as showing the effect of the tariff upon them.

The result of the tariff on the first six months showed a decrease on dutiable goods from the United States of 33 per cent. In regard to other matters it will, he thought, be proved that the tariff had been an advantage to Canada. Another contention was the tariff would increase the cost of goods without raising the revenue. This had been argued in several forms by gentlemen in the Opposition. It had also been argued that the tariff would be injurious to the manufacturers. He had, however, seen a great number of manufacturers, and he had not seen any objections. This was natural. Had this not been the case he should have come to the conclusion that the tariff had been framed too much in the interests of manufacturers. He was certain that the result of the tariff would be found to be satisfactory to the country. The details which he had cited would come up for discussion later, but upon the whole people, he thought, were well satisfied with the tariff. Another objection to the tariff was that it would create an unkindly feeling towards Canada in England. This was a fallacious argument. During the recent visit of the Ministers to England there were certain objections to the tariff, but he was sure that there was never a time in which more interest was taken in Canada by England than at the present. The recent vote for the Irish Relief would tend to cement this feeling. The hon. gentleman then referred to the loans negotiated, and said that the Canadian loans had been placed upon the market at the most favorable rates. Sir R. J. Cartwright had made most ingenious comparisons as to the quotations of loans in New South Wales. He had quotations in the Economist, which showed that the last loans had, notwithstanding the new tariff, been negotiated upon terms that were equal to the quotations in New South

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