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1	do do	10,000
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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
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August 20th, 1884.

Special Announcement.

We have made an arrangement for supplying our readers with general news and other matter, which, with the local news in our own columns will give our subscribers a wider and more acceptable range of reading matter than has ever before been offered to the local public at the same cost.

The arrangement is made with the publisher of the *Toronto Weekly News* and it enables us to offer that paper to our subscribers as a Premium, at no additional cost over the regular subscription price of the ADVANCE, which will still be $1.50.

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The *Toronto Weekly News* and the MIRAMICHI ADVANCE will be sent for one year to every one of our subscribers, who pays his subscription account in full to date, and one year in advance.

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Miramichi Advance.

CHATHAM, - - - - SEPTEMBER 4, 1884.

Railway Matters.

An Ottawa despatch to Saturday's *Telegraph* says,—

"The *Free Press*, this evening, contains a column and a half exposure of Peter Mitchell's tricky dealings respecting the Miramichi Valley Railway, and charges that Mitchell and Sir John contemplated one of the worst pieces of political jobbery ever perpetrated."

And an Ottawa despatch of same date to the Toronto *Globe* says,—

"It seems that the Government intend after all to build a branch of the Intercolonial Railway to Indiantown on the Miramichi River, N. B., and that tenders for the construction of this work will be opened in a few days. The branch in question will be fourteen miles long, and will cost $150,000. It will be wholly useless and unnecessary because the Miramichi Valley Railway now under construction will run parallel with it for the whole fourteen miles, the two tracks being not more than a mile apart. This country will have to foot a bill of $150,000 in order to gratify Mr. Peter Mitchell's spite against the gentlemen composing the Miramichi Valley Company. Sir John Macdonald is well aware of the circumstances, but rumor has it that he is afraid to refuse anything Mr. Mitchell may demand now that the latter has the Pacific Railway Company at his back.

Mr. Mitchell's position in this railway business is not an enviable one, for in choosing the course he has taken in the matter he has placed himself in antagonism to the people of the County he represents and laid himself open to the serious charge of having deliberately deceived his friends in the Government and on that side of the House. We would not like to go as far as the *Telegraph's* despatch does and say that Sir John, as well as Mr. Mitchell, contemplated one of the worst pieces of political jobbery every perpetrated, for we do not believe Sir John knew anything of the position of our railway affairs last spring beyond what Mr. Mitchell told him, if, indeed, he troubled himself about them at all. It is quite probable that Mr. Mitchell dealt principally with the Minister of Railways in the matter and, having won him over by deliberate misrepresentation of the Company and its affairs had the withdrawal of the subsidy so arranged that it should be sprung upon the House without warning, scored a victory which an honorable and truthful man would have scorned to accept.

If the Dominion Government, with a full knowledge of all the facts, thinks it necessary to build the Indiantown Branch, it is not for anyone in this County to object, but if the building of that road involves the forfeit of the Dominion subsidy on the strength of which the Northern and Western Railway was formed and made its heavy investments, the subject must assume quite a different aspect. When Mr. Mitchell was urging the withdrawal of the subsidy from this end of the Valley Railway he represented to the House of Commons that there were two local Companies engaged in litigation over the matter of their own legality, which statement he knew to be untrue, as no litigation whatever was pending between the Northern and Western Company and the alleged Company at Newcastle. He intimated, also, that the two Companies were doing nothing but quarrel over the question of eastern terminus, while the people of the County at large were clamoring for the road. He knew, at the time that the Company had decided to make the terminus at Chatham, that their contract with the local Government enabled them to do so and that legislation with that object in view had been secured. He stated the company had done nothing towards going on with the work, when he had before him statements from the Managing Director and other authentic information showing that the contract had been entered into, surveys made, rails purchased and other bona fide steps taken to prove the Company's earnestness and ability to carry on the work. It was, in fact, his knowledge that the road would be built unless he prevented it, that urged him to the desperate and discreditable recourse of making the Government believe that unless they stepped in and built the Indiantown Branch, as the eastern end of the Miramichi Valley Railway, the people of York and Northumberland would be for years without that road. This was the position of the matter as presented by Mr. Mitchell. Efforts were made by telegraph in the short time available while the subject was before Parliament to establish the untruthful and treacherous character of Mr. Mitchell's statements, but he brazenly reiterated them and went so far as to contradict the fact that rails were purchased for the road and even shipped while he was maligning the Company.

What has happened since?—The road which Mr. Mitchell said would never be built is now having the rails which he declared were not purchased laid upon it. Ten miles are graded and partially railed. Ten more, which will extend up river some seven miles further than Indiantown, are under construction and will have the cars running over them before winter sets in. This has been done in the face of Mr. Mitchell's most strenuous opposition, —in spite of his misrepresentation and detraction of the promoters of the work and all that his friends—the active promoters of the Indiantown Branch—could do against it.

The Government which was induced to undertake the Branch as a necessity, in order to provide an eastern end for the Miramichi Valley Railway, must now know just how much Mr. Mitchell's statements were worth, and it will not be a matter of wonder if he is to be asked for explanations. If he can satisfy the Government that the Branch is still necessary it will, no doubt, be built. Practical men, however, will wonder at the proceeding, while the precedent that will be established will be very encouraging to the promoters of other railway schemes of similar character.

The *Free Press* article is as follows,—

PETER'S LITTLE GAME.

A CONTEMPLATED RAILWAY JOB EXPOSED.

SIR JOHN AFRAID OF MITCHELL.

A RAILWAY FIGHT ALONG THE MIRAMICHI —PETER MITCHELL'S TRICKERY SHOWN UP—POLITICAL JOBBERY PROPOSED, TO WHICH THE GOVERNMENT AND THE MEMBER FOR NORTHUMBERLAND, N. B., ARE PARTY.

A correspondent of the *Free Press* who recently visited Miramichi has returned very much in love with that fine section of New Brunswick—its scenery, social attractions and large business interests. One must, of course, visit the locality to enjoy the former two, while the latter are known to many who have never had the good fortune to do so, but to whom the Miramichi is an important commercial reality. It sends across the Atlantic annually, for instance, nearly twice as much lumber as the whole Province of Nova Scotia, while, in the same class of exports, it ships, in its six months of open navigation, within about one-sixth of the quantity shipped by St. John in twelve months. Thus, in deals, scantling, boards and "ends" Miramichi shipped 146,994,306 sup. ft. in the season of 1883, while St. John shipped 181,517,934 ft., and Nova Scotia only 77,918,000 feet. The fisheries of the Miramichi are also very important, the weekly shipments of fresh fish, either iced or frozen, being numbered by tons and carloads, and embracing salmon, smelts, bass mackerel, etc., while there is also an enormous export of canned lobsters to British and other European ports. As an indication of the position Miramichi occupies in respect of its shore and inland fisheries, it was shown by a parliamentary return brought down a few years ago that its fishermen paid to the Ottawa Government over fifty per cent. of the "fees, fines and forfeitures," contributed by the Province of New Brunswick—a fact which, we are inclined to believe, is not generally known even by the people of the locality itself.

There are two principal centres of trade and population on the Miramichi,—Chatham, with about 5,000 inhabitants, and Newcastle with about 2,500. Besides these, Douglastown, Nelson, Derby, Black Brook, Doaktown, Boiestown and Blackville, are important settlements, the first two ranking as large villages. Newcastle is the shiretown and former place of

RESIDENCE OF HON. PETER MITCHELL,

who has represented the County in the House of Commons almost since confederation, excepting the period between 1878 and 1882, when Mr. Snowball, of Chatham, held the seat.

One will not be long in either Chatham or Newcastle without discovering that there is a want of harmony between the two places in matters of local concern to the County, and even in business affairs, to a limited extent. Chatham, with its large population and superior harbor facilities—being some six miles nearer the sea than Newcastle—is the natural port of the Miramichi, and practically the great distributing centre for the lumbering and fishing business. Its people are self-reliant and enterprising. Were they not so the place could not have maintained the advantage it really holds over Newcastle, in whose favor and interest the powerful influence of Mr. Mitchell has always been exercised, as against Chatham. It was as a punishment for this undue favoritism on the part of their Ottawa representative that the people of the county brought Mr. Snowball out in 1878, and defeated Mr. Mitchell, who, by promising leading gentlemen of Chatham, in 1882, that he would "turn over a new leaf," and treat all parts of the constituency alike, was allowed to go again to Ottawa by acclamation. Mr. Mitchell, however, seems yet to be quite unable to think of any portion of the county but Newcastle, in the interest of which he perpetrated one of the greatest outrages last winter of which a representative could be guilty —an offence which has raised such a storm of indignation against him as to render his re-election impossible. Indeed, it is stated by his friends that he will not again attempt to face the electors, and the fact that he has not visited the county since the late session of parliament gives color to the general belief that he is really afraid to meet the many former friends and supporters who have been alienated from him by his recent action. The rock on which Mr. Mitchell has suffered shipwreck is

THE RAILWAY QUESTION,

the bearings of which seriously affect the Dominion Government and show that it is about to prepetrate one of the worst pieces of political jobbery that has for some time been made public. The matter is one of Dominion interest and we, therefore, deal somewhat fully with it.

In May, 1883, Sir Charles Tupper asked Parliament to vote a subsidy of $3,200 per mile to the Northern and Western Railway Company of New Brunswick for a portion of their line from a point on the Intercolonial near the Miramichi river to a point some 32 miles up said river. The company was, by the terms of the Act, to have two years in which to apply for the subsidy. The company was not, at this time formed, but its organization was provided for by an act of the New Brunswick Legislature, passed in 1872, and it was empowered thereby to build a line of railway from the town of Chatham to St. Mary's, which is on the bank of the St. John river, opposite the city of Fredericton. There was also a subsidy act of the local legislature, which was practically a revival or continuation of a former act, providing a subsidy of $5000 a mile for the Northern & Western Co.'s line, but which the late Surveyor General Adams—also a Newcastle man—had succeeded in having so changed in 1882 as to make it apply to a line terminating on the North side of the Miramichi instead of the south, or Chatham side, the subsidy being, at the same time, reduced to $3,000 per mile.

Encouraged by Sir Charles Tupper's act above referred to, such well-known men as Alex. Gibson, J. B. Snowball, Senator Muirhead, John Pickard, Alex. Morrison and others of York and Northumberland counties, organized the Northern and Western Railway Company, surveyed the railway, secured the contract under the New Brunswick Subsidy Act, notified the Minister of Railways of their intention to apply for

THE DOMINION SUBSIDY,

commissioned their agents to purchase rails in England, secured provincial legislation restoring the local subsidy to the Chatham side of the river, and were on the point of applying for their contract with the Dominion Government, when Mr. Mitchell committed the act to which we have referred. He knew all that had been done by the company and that a cargo of rails purchased had been shipped from Barrow, Eng., to Miramichi, yet he represented to the Dominion government that there were two companies in litigation over the question as to which of them was the Northern & Western Railway Company, and that neither of them had done anything save dispute as to which side of the river the railway should be built—that the people, meantime, were suffering for the proposed road, which neither company would build, and he asked the government to step in and start the work by providing a branch of the Intercolonial from a point between the two branches of the river to Indiantown, some fourteen miles, in the general direction of Fredericton, as a Dominion work. Although it was a fact that there were not two companies, that there was no litigation pending as represented, and that the company was abundantly able to go on with the railway, the government, without giving them an opportunity to be heard, and in the face of telegraphic protests from men of both sides of politics in the county, withdrew the subsidy of $102,400, granted less than a year previously for 32 miles of railway, and substituted therefor $140,000 for less than 14 miles to be built by themselves and to run in the same direction. If the proposed branch had been projected to run to Newcastle there might be some excuse for Mr. Mitchell's action in the matter. But as it was simply to prevent the through line to Fredericton from having its eastern terminus at Chatham, and, in plain words, to entirely break down the enterprise because it was largely a Chatham one, it is no wonder the whole Miramichi rose in protest over the matter.

But the company was too strong for its enemies. With the aid of a bonus of only $20,000 from the town of Chatham, voted at a large and enthusiastic meeting as a response to the government's persecuting action, the road was commenced at once and, already, there are some ten miles of it graded, beginning at Chatham Junction on the Intercolonial and running along the south bank of the Miramichi within sight of the government surveyors who are locating the line on the north side. Twenty miles of each end of the railway are to be built and equipped before the coming winter, and while it is certain that the Dominion government will have to restore the subsidy so unfairly withdrawn from the project, it is an evidence of most glaring robbery to find that it is going on with the branch, which it asked parliament to provide for on Mr. Mitchell's representation that the company could not begin the line it is now actually building. There is no settlement beyond ordinary farms at Indiantown and nothing there to afford railway traffic. It is not even a distributing point for lumber supplies; the first one of those on the river being at Blackville, which is at the end of the twenty mile section the company is now building.

SIR JOHN AFRAID OF MITCHELL.

The company's strength and *bona fide* intentions are abundantly shown in the fact that in less than a year from the date of their organization they have graded ten miles of their road and have the rails laid on a portion, three miles, thereof, and that they have now, at Chatham, steel rails of the same weight, make and character as those on the I. C. R. sufficient for thirty miles of track, and enough for nearly 25 miles at the Fredericton end. The question is, will the Government build their branch as an opposing line to that of the company to further gratify the ill-feeling of Mr. Mitchell and his Newcastle friends towards Chatham, especially as the majority of the Chatham stockholders and promoters of the road are, and always have been supporters of the Tory party? If the question were a political one it ought to give satisfaction to the Liberals, for it has sealed the fate of Mr. Mitchell in the county forever. He, no doubt, believed that the withdrawal of the subsidy would alienate Mr. Gibson from his Chatham associates and prevent the line from being built to that town. As he has failed in his plans it matters not, so far as his influence and that of Newcastle are concerned, whether the Indiantown branch is built or not. The only question of interest remaining is as to whether the government will play on in the farce of building the road designed by Mitchell's blundering folly to satisfy the envy of himself and friends towards Chatham. If they are wise they will not, but "whom the gods would destroy they first make mad," so it may turn out that this $140,000 job on the Miramichi will be added to the score which is to be reckoned against the Macdonald administration at the next general election. It is said that Sir John was, at one time, disposed to resent Mr. Mitchell's misrepresentations, by which the company was wronged and the way paved for the branch railway swindle, but he fears another Montreal Herald article such as that which greeted his disposal of the Grand Trunk legislation of last winter against Mr. Mitchell's wishes. It is an interesting situation and its development worth watching.

Mr. Mitchell's Newcastle organ, the *Advocate*, is kind enough to attribute the above article to ADVANCE origin. It is quite well known that whenever Mr. Mitchell wishes the country not to forget that he is in existence, he inspires the Montreal *Herald* or some other paper—even the *Advocate*, when he is very hard up for a *touter*—to bring his name prominently before the public. When the *Telegraph's* Ottawa despatch appeared, therefore, stating that the *Free Press* had an article coupling Sir John and Mr. Mitchell's names together in a joint attack against the public interest, we assumed that it was one of Mr. Mitchell's customary tricks, and that his purpose was to impress the public with the idea that Sir John was really inclined to trust him to some extent after all—even in a raid on the public treasury. The article, however, as our readers will readily perceive, is far too accurate a *resume* of Mr. Mitchell's position towards Northumberland in the railway matter, and guages far too correctly his standing with our people to have been inspired by him. The writer, whoever he may be, has evidently obtained his information on the spot, and if Mr. Mitchell or his organs feel that the *Free Press* is unjust to them or their interests, they will appear to better advantage in a challenge and discussion of the facts stated, than in such childish tactics as endeavoring to break their force by worrying over the question of authorship. Judas Iscariot's doings are universally condemned, because the facts of his career, as set forth in the authentic history of it, are admittedly correct. It may be that they have at times been re-stated by even questionable authority, but that has not rendered the execration of his well-established treachery any the less deserved, or abated public contempt for characters of his stripe. So far as Mr. Mitchell is concerned, therefore, the only way for him to break the force of the *Free Press* article is to show that he has not been guilty of the offences against the public interest therein set forth.

The *Advocate* is, no doubt, sincere enough, in its own way, in its efforts to make the public believe that its local friends imagine they have a grievance in connection with the Indiantown Branch, but it ought to remember that it was through this same branch business that their efforts of the last two or three years have been directed towards the defeat of the Valley Railway. They imagined that the withdrawal of the Dominion Subsidy last April would paralyse the Chatham interest in the road and put an end forever to the prospects of the construction of the work as its promoters desired. They managed, through a Newcastle influence at Fredericton, to change legislation there so as to prevent the road being built, as always intended, on the Chatham side of the river. The Company were obliged to work until they had that injustice remedied; next these Newcastle parties secured, through Mr. Mitchell, the withdrawal of the Dominion Subsidy from the Chatham end and the substitution of the proposed Branch. We now hear them whining because there is a practical acceptance of the issue between Newcastle and the rest of the County and because the friends of the Valley Railway refuse to believe the hypocritical assurances of these same parties that they have no objection to the Dominion restoring the original subsidy. No one can object to people fighting for their own locality, but honest people have a contempt for the characters who misrepresent, malign and undermine their neighbors and yet profess to be their friends.

When these Newcastle parties were banded together and representing themselves to be a company professing, to be desirous of seeing the railway built, and officially protesting against any but themselves being considered in the matter by the Government at Fredericton, they were simply working the same game they are now at in connection with the Indiantown Branch —the lining of their own pockets. Their "President," Mr. Call, was petitioning the Governor in Council against entertaining any proposition from parties save himself and associates desirous of building the road until *they* were ready to come in with their proposals. And, yet, the same gentleman was but paving the way to secure the franchises—the subsidies available and in prospect—which he was soon bargaining with Americans to sell out at a handsome margin of profit. Among themselves, these gentlemen laughed at the idea of practically building the road, and because they were defeated in making money out of those who are building it, they have used their best and worst efforts to crush them. Their "last ditch" is the Indiantown Branch. They think they will make something out of it as a salve for what they missed by an honest and earnest company taking hold of the Valley Road. The Branch will cost them nothing and they will enjoy the opposition they thus induce the Dominion Government to give to a Company which it promised to assist. Whatever may be the success of their efforts let them not, however, complain if Chatham and the County at large judge them on the merits of their railway record.

Political Rumors.

For some time past the Toronto *Globe* has been laying bare transactions in connection with the Canada Pacific Railway Co. which tend to weaken public confidence in the good intentions of that organization towards the country and have a depressing effect on its stock in the London and other great money markets of the world. The Montreal *Herald*—the Company's special organ—has in vain endeavored to neutralise the effect of the *Globe's* attacks, for some of the most serious ones it could not repel in any way and dare not meddle with. The silencing of such an opponent would, of course, be a great object to the gigantic monopoly and in that connection the following Toronto special appears in the St. John *Globe* of Monday last,—

"This morning's *News* says that a report has just been received in this city that negotiations opened by McIntyre of the Canada Pacific Syndicate, for the purchase of the controlling stock of the *Globe* newspaper, held by Nelson of Edinburgh, has been concluded. It is said that forty cents on the dollar was paid and that the Syndicate crowd have undisputed control of the paper.

It is also reported that a big political deal with some of the Reform leaders was attempted with trifling success. (By means of the present move the C. P. R. people feel sure of quieting the criticism which has done the value of their stock and lands so much harm."

The last paragraph of the above has reference, no doubt, to the rumor that Hon. Alex. Mackenzie was to enter the Macdonald administration as Minister of Railways. It would be a matter of surprise, indeed, if such an event should happen, and we fancy some very material changes would have to be made in Sir John's Cabinet before the ex-leader of the Liberals could consent to enter it. What the fact of Mr. Mackenzie's visit to the Rockies as the guest of the Company may develop, however, no one can tell, but, in any event, the country will not easily lose faith in the integrity of Mr. Mackenzie.

If, as reported, the Company has secured control of the *Globe*, it is not to be assumed that the whole press of the country will, thereby, be silent in regard to Canada Pacific matters. If that paper is correct in its statements and the Company is preparing for another raid on the Dominion treasury there will be lively times at the next session of Parliament. It may be, however, that the Company is misrepresented by the *Globe* and that leading Liberals, having ascertained the truth, have felt it to be their duty to stand by the great national undertaking and its promoters. We are quite sure everybody would be glad were the *Globe's* most serious charges to be proved incorrect.

MOUNT ALLISON.—In consequence of the accident to Dr. Inch and the continued illness of Dr. Stewart, the formal opening and dedication of the Mount Allison Institutions have been postponed to October 2nd.

THE YORK "GLEANER" is enlarged again. It is one of the best of our tri-weekly papers, having a "look-alive" style about it that must attract patrons and giving evidence of able and careful editorial work which cannot fail to be appreciated by its numerous readers.

THE "CAPITAL" and the *Gleaner*—two very creditable journals of our political metropolis—do not seem to agree very well together and the *Gleaner* very often says sharp things about its neighbor. Here is one of last Saturday,—

"The editor of the *Capital* proposes to publish an illustration of the bridge "out from a shingle." Better publish the shingle itself; it will be a change for his readers and not half as flat as his ordinary editorials.—Capital joke."

The Tory Press and Canada.

The statement telegraphed from Ottawa that Mr. Mackenzie will enter the present Cabinet as Minister of Railways, is having one good result. It is showing up the character of a portion of the Tory press. Articles are published by some of the papers declaring that Mr. Mackenzie would be an excellent member of Sir John's Cabinet, and a splendid Minister of Railways. True, they say, he was not great as a leader, but as a joint in Sir John's tail of what would he not be capable. If the statement had been purposely sent out to trap those papers it could not have served the purpose better. Everything that Mackenzie did when he was Minister of Railways was, by them, declared to be wrong, and the purchase of the steel rails, the Neebing hotel, the St. Francis locks, etc., etc., were jobs! Did not the Montreal *Gazette*, edited by that eminent platitudinarian, Mr. Thomas White, undertake to prove that Mackenzie colluded with his brother in some way so as to give the latter opportunities to purchase rails that he might get advantage which other purchasers had not. Now, on the ridiculous hint that Mr. Mackenzie is to desert his party, the Tory organs bedaub him with insincere praise. —St. John *Globe*.

Imperial Service for Canadians.

The relief of General Gordon involves the ascent of the Nile during the coming winter and profiting by his experience in the Red River expedition General Lord Wolseley has caused the Imperial War Department to secure the services of Canadian river voyageurs for the practical working of the boats in which the force is to be conveyed. The Imperial Government has instructed the Governor-General to secure the services of the men required. The first order to send three hundred was afterwards increased to six hundred. In both cases the answer was returned that the men would be sent. The wages of the men will be paid on what is known as the sliding scale, from the time they leave Canada until they return. The lowest grade will receive $20 per month, the next $35 and the highest $40 and their clothing and rations will be provided for them.

The London Daily *News* says it is the cataracts on the Nile which constitute one of the principal difficulties of moving a body of troops up to Dongola; and if the force is to continue its route by the river to Berber or Khartoum, there are more cataracts on the way to be passed. There are no less than six cataracts on the Nile between Assouan and Khartoum, but there are a number of places besides, not dignified with a classification of numbers, which travellers have described as cataracts. These are of lesser importance, and some of them might be put down as rapids. During the rise of the Nile they are most probably of but little account, and offer no obstacle to the passage of boats. The first cataract is at Assouan, the second is about four miles above the Wahdi Halfah; the third at Hannek, about 40 miles below New Dongola; the fourth is near an island called Doulga, on that part of the Nile which runs south-west nearly half-way between Abu Hammed and Dabbah; the fifth is 35 miles north of Berber; and the sixth cataract is near a village called Gerri, about 50 miles north of Khartoum. The smaller cataracts are all between the Wadi Halfah and Dongola; the first is at Akabetel-Benat, near Samneh, about 30 miles above the Wadi Halfah, where a depot is now being formed in connection with the proposed campaign; the next is at Ambigole, about 20 miles higher up; a few miles above this there is a group of three cataracts at Tangour, Lamulay, and Ukmah; about 12 miles above these there is another at Dahl; the next is at Kouke, a bout 20 miles north of the Third Cataract at Hannek. It is only from the beginning of August to the end of October that boats of the largest size can go through. It is stated by one authority that a vessel 60 by 12 or 14 feet can get over the Second Cataract when the Nile has risen. The rise of the Nile is about 28 feet at Cario, but owing to the narrow width of the channel it rises as much as 40 feet at the catraacts. The amount of water implied by this measurement must make a most important difference in relation to the navigation. The boats which the goverment propose for the expedition are to be *only* 30 feet in length, each capable of accommodating 20 soldiers, with their necessary baggage and stores. As this is only the half of the size which it is said can pass it is evident that the expedition is expect to remain for some time after the Nile has reached its highest.

Coals to Newcastle.

We have a letter from Mr. E. Jack in which he speaks of the high opinion formed of Grand Lake coal in England, by experts, from a small sample he took with him. They all pronounce it a first-class forge coal, and Mr. Jack has written to ask that a small lot should be sent him, which he proposes to have tested by the large machine-building firm of John McDowall & Sons of Glasgow, who have promised to give him a certificate of its value. Mr. Jack says that they pay 12 shillings sterling per ton for good forge coal laid down at Glasgow, and that this coal can be raised at Grand Lake for 4 shillings sterling per ton, leaving a margin of 8 shillings per ton. He does not, however, suggest that this margin is enough to justify a hope that it might be profitably shipped to Glasgow, but it is just possible that timber ships from Miramichi might carry it in ballast, if a branch line were built from the Miramichi Railway to tap the coal mines, a project which may not be very far in the future. If the quality of the coal is as high as there seems now to be good reason to believe, it would not be long before the forty miles of a branch road from the mouth of Cain's river necessary to connect the Miramichi with the coal fields would be built. Much of course depends upon the quality of the coals, and Mr. Jack's proposed experiment will be watched with interest.

Apart from the great advantage which the existence of a great deposit of good forge coal will be to our present manufacturers in iron, it is well known that cheap fuel is at the very foundation of the iron working trade, and it seems not unreasonable to suppose that more extensive investments would be made in this industry than have yet been made in New Brunswick.

If the Miramichi Railway becomes what some of those who first talked about it used to claim it would become, a highway of European travel, from steamers arriving at Mirrmichi from Europe and carry passengers to the west by the true Short Line, it would be hard to say how large a part the Grand Lake coal fields may not play in the forming the future of the country; but without looking so far ahead, if the qualities of this coal are at all equal to what is claimed, there does not seem to be any reason why on the construction of such a branch railway as we have spoken of above, large quantities of this coal might not find its way to the Miramichi ports to be shipped thence by water up the St. Lawrence and through the canals and lakes to all points in Ontario. There are large possibilities in this coal trade, and if we do not realise what Mr. Jack's letter suggests, without saying, the actual shipment of coals if not to Newcastle at least to the Old Country, we may see a large trade done between the Miramichi ports and the cities on the St. Lawrence and the Great Lakes. We have already spoken of the large carrying trade in coal which may reasonably be expected to be done over the Central.

The subject is an interesting one, and we hope the excellent opportunity afforded by Mr. Jack's presence in England, to have the quality of Grand Lake coal tested by the side of that which has enabled the English Iron Masters to rule the trade of the world will not be lost.—*F'ton Gleaner.*

The Cook's Dilemma.

"Two teaspoonfuls of cream of tartar and one of soda to a quart of flour" was formerly the standing direction in every kitchen for making light biscuit, cake, etc. It has been found of late that the old rule won't work, double this quantity of cream of tartar being frequently required to produce the former result, and even then, owing to the great variation in strength of the best cream of tartar that can be purchased at the stores, uniform results can no longer be depended upon in its use.

The cause of this inferiority of modern cream of tartar is explained by the Massachusetts State Board of Health, and also by the New York State Board of health, which, in a recent examination of 27 samples of cream of tartar, claimed by dealers to be of the best quality, found them adulterated with alum, terra alba, phosphate of calcium, etc., from 3 to 93 per cent. Five samples were adulterated with terra alba to such an extent that they were really terra alba with a little cream of tartar added. In the soda examined, from 17 per cent of carbonate of lime to 25 per cent of ground gypsum were found. Of course it is impossible to produce light or wholesome bread with such stuff as this for a leavening material, and the best cooks, if relying upon its use, must frequently fail in their work. The old formula, therefore, no longer to be relied upon, must give way to new methods.

Science, fortunately, comes to the aid of the cook in this dilemma with the ever-ready baking powder; but here again the greatest care is necessary in selecting a baking powder, to avoid one that may not only spoil the work of the cook but will make the cookery produced an instrument of danger to the health. Most of the baking powders and bread preparations of the market are made either from the very cream of tartar above described, from alum, which is poison, or from phosphates derived by disgusting processes from the solution of old bones in sulphuric acid, and hence their use is attended with the same inconvenience and dangerous results that follow the use of adulterated cream of tartar. The only way to overcome these difficulties would seem to be in the selection of a baking powder of a thoroughly well established reputation, whose absolute purity, wholesomeness, and effective power as a leavening agent have been confirmed beyond contravention. The Royal Baking Powder meets this want more nearly than any other, and has been recommended by the Government chemist as the most acceptible and perfect substitute for the old-fashioned cream of tartar and soda. It is undoubtedly pure, and its merits have given it a sale probably equaling that of all other baking powders combined. Its manufacturers have an advantage over all others in possessing facilities for obtaining pure materials. They refine their cream of tartar direct from the imported crude grape acid by means of patented processes, exclusively their own, by which the cream of tartar is rendered absolutely pure and uniform in strength. In addition to this, they employ a number of expert chemists who thoroughly test every pound of ingredient used, and admit no material into the Royal Baking Powder compound, until they have demonstrated it chemically pure. As a consequence, the action of this powder is always uniform, as well as of the highest degree of power, and never fails to produce light, sweet, wholesome and palatable bread, biscuit or cake. With its universal market, and the great magnitude of its sales, this company finds it to its interests to adopt these extraordinary methods, which no baking powder maker whose market is limited to a single State or locality can afford.

Cyclone in Manitoba.

A despatch of Thursday last from Winnipeg, Manitoba, gives details of a storm of cyclonic character which prevailed throughout the Province Wednesday night, doing incalculable damage to various towns and villages, and injuring crops to a considerable extent. At Winnipeg, the roofs of the Hudson Bay stores were wrecked and the surrounding buildings injured. The rain poured down on the stock, doing much damage. A street car with a number of occupants was blown from the track, and a frame house and stable, occupied by horses owned by William Burke, were blown away. The house was carried twenty feet, and the stable was blown in the Assinaboine river. No less than fifty buildings in the city were damaged by the storm. Offices were carried away, ends were blown out of houses, chimneys were demolished, plate glass windows broken, signs knocked endways, telephone and telegraph wires prostrated, and general havoc wrought. Reports from twenty or thirty points in the province speak of the results. At Portage La Prairie, the Methodist church and several stores were demolished and stock badly damaged. A windmill of the Manitoba & Northwestern railway was blown over. The Canadian Pacific freight sheds were tilted, and the storing shed for the paper mill was blown over. Crops are reported to be damaged considerably. At Headingly, a large number of stores, dwellings and farmhouses have suffered, but it is imposible to obtain a full account of the damage. The store of Mr. Francis was blown down, and made a total wreck, the stock being scattered over the prairie. The station house was lifted off its supports. A dwelling owned by Mr. Taylor, and occupied by a young couple named Buchanan, was completely demolished. It was picked up by the wind and carried several rods before it struck the ground, and then was shattered into fragments. The occupants had a narrow escape from death. Mrs. Buchanan was blown into a ditch and badly shaken up. The English Church was blown over and torn to pieces, and its fragments covered the ground in all directions. Mr. Luxton's house was also destroyed, being completely turned over, and a large barn on Mr. Cashon's farm was carried away. Mr. Morgan's hotel, two houses and a granary were blown down, and there was scarcely a shingled farmhouse between Headingley and St. Charles, a distance of 10 miles, which was not more or less damaged. Along the line of the Canadian Pacific the storm extended from V