POOR COPY

cipality to make provision for the liquidation of the said indebtedness, by an Act passed on the 25th of March, A. D., 1881, by the Local Legislature of New Brunswick (44 Vic. Cap. XVII.);

And whereas, It is now desirable that such indebtedness should be, at once, liquidated.

Therefore Resolved: 1st.—That this Municipality issue Debentures to the amount of thirteen thousand five hundred dollars (13,500.)

2nd.—That such Debentures be numbered consecutively, commencing with the number 1.

3rd.—That of said Debentures there be issued twenty of fifty dollars each; fifty of one hundred dollars each; twenty-five of two hundred dollars each; five of three hundred dollars each; and two of five hundred dollars each.

4th.—That the form of such Debentures be as follows:

COUPON. $.... Richibucto, N. B., (date)

To the Treas. of the Municipality of Kent, Pay to.....or order, the sum of.....Dollars, twenty years after the date hereof, and charge the same to the "Debenture Fund" of the Municipality of Kent.

No.... (Warden's signature) (Secretary's signature)

5th.—That the said Debentures be signed by the Warden and Secretary of the said Municipality.

6th.—That Coupons be attached to said Debentures for the payment of interest, such Coupons to be retained by the Treasurer, when interest is paid, as a voucher for the payment thereof.

7th.—That the interest on said Debentures be paid semi-annually—one half six months after the date of the Debenture; the other half twelve months thereafter, and so on.

8th,—That the interest on the said Debentures be at the rate of six per cent, per annum.

9th.—That the said Debentures be redeemable in twenty years from the date thereof; and that any of the said Debentures may be called in and paid off after notice of such intention, signed by the Warden and Secretary, shall have been published for two Calendar months in the "Royal Gazette." That Debentures called in be called in consecutively commencing with number 1, and interest cease on any Debenture so called in after the expiration of the time mentioned in the notice for the payment thereof, that the time for the payment of each Debenture be expressed therein; and that each Debenture contain a clause setting forth that each Debenture may be called in and paid off in the manner in the section mentioned.

10th.—That such debentures be sold and disposed of by asking tenders therefor; and that notice of said tenders, of not less than ten days, nor more than two months be given in the "Royal Gazette" and the St. John "Daily Telegraph."

11th.—That a Committee of three, consisting of the Warden, the Secretary of the Municipality and some member of the Municipal Council to be elected by the Council, be empowered to give notice of, receive and accept the tenders mentioned in section 10; provided that no tender for any Debenture be accepted unless the said tender be of the par value of such Debenture.

12th.—That for the payment of interest and repayment of principal of said Debentures, there be levied and assessed in and upon the several Parishes of the said County yearly, and every year from the time of making such loan and issuing such Debentures, and in the same manner and proportion as other County rates are levied and assessed, the sums or amounts following, that is to say: during the first five years after issuing such Debentures the sum of twelve hundred dollars per year; and subsequently, and until the said Debentures and interest shall be paid the sum of fifteen hundred dollars per year.

13th.—That all money collected hereunder, and for the purposes hereof, be paid unto the Treasurer of the said Municipality, to be carried to the credit of a fund to be kept separate by him for the purpose of paying the principal and interest on such Debentures—such fund to be called the "Debenture Fund;" and that the said Treasurer receive, as payment for his services hereunder, the sum of one per cent on all monies paid out by him, for the redemption of said Debentures, under the authority and by virtue of this resolution.

14th.—That the Treasurer of the Municipality give a Bond with two sufficient sureties in the sum of three thousand dollars, and to the satisfaction of this Council for the due accounting for all monies which shall pass through his hands, under the provisions of this Bill.

Moved by Coun. Grattan, seconded by Coun. Gallant that the 1st section of the above resolution be adopted.

Moved by Coun. Livingston, as an amendment, seconded by Coun. O'Leary, that Debentures be issued for $2,865.15 only.

Coun. Buckerfield raised the point of order that, under the provisions of the Bill of the Local Legislature, Debentures could not be issued for $2,865.15 only.

The amendment was ruled out of order.

Moved by Coun. Livingston as an amendment, seconded by Coun. O'Leary, that the further consideration of the above resolution be postponed for three months.

Question on amendment:

Yeas.	*Nays.*
Warden Walker,	Coun. Grattan,
Coun. Livingston,	" Gallant,
" Roach,	" J. L. Richard,
" O'Leary—4.	" F. M. Richard,
	" Daigle,
	" Flanagan,
	" Cormier,
	" Belliveau,
	" Buckerfield,
	" Grady,
	" Johnson,
	" Landry—12.

Original motion carried by a reversed vote.

Resolved that 2nd section be adopted.

Resolved that 3rd section be adopted.

Resolved that 4th section be adopted.

Resolved that 5th section be adopted.

Resolved that 6th section be adopted.

Resolved that 7th section be adopted.

Resolved that 8th section be adopted.

Resolved that 9th section be adopted.

Moved by Coun. Landry in amendment to 10th section, seconded by Coun. Grady and resolved that in addition to papers mentioned in section 10, the tenders be advertised in the "Miramichi Advance" and "Moniteur Acadien." Resolved that section 10th, as amended, be adopted.

Moved by Coun. Gallant in amendment to section 11, seconded by Coun. Cormier, that the Committee under this 11th section fill in the date, amount and number of each Debenture when the same is issued, and forward the same to the party or parties to whom the same may be awarded; also that the words "less than two per cent," be inserted in said section 11 immediately before the words "of the par value" therein contained.

Moved by Coun. Buckerfield, as an amendment to the amendment, seconded by Coun. Livingston that a special meeting of this Council be called in September to accept the tenders.

The amendment to the amendment was lost on division.

The amendment was carried on division.

Moved by Coun. Livingston, as a further amendment to section 11, seconded by Coun. Landry and resolved that the Committee to act under section 11 consist of five, viz: the Secretary, the Warden, and three members of the Council.

Resolved that section 11, as amended, be adopted.

Resolved that 12th section be adopted.

Resolved that 13th section be adopted.

Resolved that 14th section be adopted.

Moved by Coun. Grattan, seconded by Coun. Cormier, and resolved that the Bill, as a whole, be adopted.

Couns. Livingston, Grattan and J. L. Richard were chosen as the three members of the Committee under the provisions of section 11 as amended.

James Harnett's delinquent rates account for Weldford was referred to January Session.

The prayer of the petition of S. I. Samuel, for repayment of illegally leived taxes, complied with.

Allan Harris's Bill of $3.00 for attendance as Constable at this meeting ordered to be paid.

Moved by Coun. Gallant, seconded by Coun. Grattan, and resolved that Richard Sutton of Wellington be notified to at once to make returns of delinquent taxes account.

Resolved that the minutes of this meeting be published in English and French.

Council adjourned until Thursday at 9 a. m.

THURSDAY, JULY 14TH.

Council called to order by the Warden, at 9 a. m.

Full Board present. Minutes of the last meeting approved.

The Bill of Trustees of Lower Village District, Richibucto, $4.00 ordered to be paid.

The Secretary was authorized to instruct the Bonds of Collector Leger of Wellington to pay up his deficiency at once.

William Marshall appointed Constable for Weldford for 1881.

The following officers were appointed for Richibucto for 1881:—

Pound-Keeper—John S. Wilson; Hog-Reeve—John Graham; Measurers of Wood and Bark—Nathaniel Hutchinson and Keady O'Leary, sr.

Moved by Coun. Livingston, seconded by Coun. Dunn that all manufactories and public works hereafter to be established in the County of Kent, be exempted from taxation to the extent of the money invested in the same—the exemption to extend over a period of——years. Question:

Yeas.	*Nays.*
Coun. Johnson.	Warden Walker,
" Livingston,	Coun. Daigle.
" O'Leary,	" F.M. Richard,
" Dunn,—4.	" Gallant,
	" Roach,
	" Grattan,
	" Curran,
	" Cormier,
	" Belliveau,
	" Grady.—10.

Moved by Coun. Roach, seconded by Coun. Livingston and resolved that the Warden appoint a Committee of three to wait on C. J. Sayre, Esq., informing him it is the pleasure of the Council to hear him concerning his unsatisfactory accounts.

The Warden appointed Couns. Dunn, Cormier and Gallant as said Committee.

Coun. Dunn suggested the adoption of a new method of keeping the County Accounts.

Resolved that a Committee of two members of the Council and the Treasurer be appointed to draw out new forms for keeping County Accounts. And that the said Committee be authorized to procure books and forms therefor. Couns. Livingston and O'Leary were appointed on said Committee.

C. J. Sayre, Esq., hands in a statement, which, being read, the Secretary was authorized to procure the Treasurer's Accounts, and report to the Council this afternoon the condition of Mr. Sayre's account.

The Council adjourned until 2 p. m.

Thursday, 2 p. m. Council called to order by the Warden. Full Board present.

Moved by Coun. Livingston, seconded by Coun. Johnson that all factories to be erected in the County of Kent be exempt from taxation to the extent of money invested in the same over an extent of—years.

Coun. Grattan raised the point of order that this motion is substantially the same as the one voted down this forenoon, and a reconsideration was necessary before this motion could be entertained.

The motion was deemed in order.—Question:

Yeas.	*Nays.*
Coun. Livingston,	Warden Walker,
" Johnson,	Coun. Grattan,
" F. M. Richard,	" Landry,
" Daigle,	" Curran,
" Flanagan,	" Cormier,
" O'Leary,	" Belliveau,
" Dunn,	" Gallant,
" Buckerfield,	" Roach,
" J. L. Richard	9. " Grady—9.

Motion lost.

The Secretary producing the Treasurer's Books made the following statement regarding Charles J. Sayre's account.

C. J. Sayre, to Municipality of Kent, Dr.

To amt. found due down to Dec. 30, '79, as per audit of June, '80,	$4207.37
To amt. rec'd as Treas. from Dec. 30th, to Jan. 29th, 1880,	836.92
To amt. paid Renaud and found due Sept. 1st, 1880,	120.00
	$5164.29
Cr.	
By amt. paid Treasurer Mar. 1st, 1880,	$3473.03
By amt. paid Treasurer June 29th, 1880,	497.99
By amt. paid Treasurer Sept. 1st, 1880,	439.80
By amt. paid Treasurer Jan'y 24th, 1881,	158.02
	$4568.84
Balance due,	$595.45

Moved by Coun. Grattan, seconded by Coun. Roach that the Secretary be instructed and authorized to proceed against Chas. J. Sayre, Esq., for balance found due from him to the Municipality.

Moved by Coun. Livingston as an amendment, seconded by Coun. Dunn and resolved that the further consideration of the amount found due from Chas. J. Sayre be postponed until January next.

Resolved that the Secretary proceed against Wm. Hannay, Collector of District No. 2, Richibucto, for embezzlement.

Letter from John Stevenson, Esq., relating to roads, read.

Resolved that a vote of thanks be tendered Warden Walker. The Warden replied.

Resolved that the Council adjourn *sine die*.

GEO. V. MCINERNEY, Secretary.

Hanlan and Ross.

TORONTO, Aug. 16.—Last evening Hanlan sent the following letter to the editor of the Boston *Herald* in reply to Ross' challenge:

SIR,—Herewith, I beg to inclose a cheque for $200 to cover the deposit which I understand Wallace Ross has made with you to row me a four mile race for $2,000 a side on a course yet to be agreed on. I have delayed forwarding my cheque for the simple reason that I expected a notification from the temporary shareholder that the deposit had been placed in his hands, but having received none and gathering from the newspapers in this city that such a challenge has been issued, I have decided to waive my right to an official notification and cover the deposit. I have only to say that I shall be most happy to row Mr. Ross the race he proposes on any course on which we can mutually agree and shall be happy to meet him when and where he wishes to settle preliminaries.

(Signed.) Yours obediently,
EDWARD HANLAN.

Miramichi Advance.

CHATHAM. - - - - - AUGUST 18. 1881.

Hon. Mr. Blake and the Miramichi.

On Thursday evening last a meeting was held in Masonic Hall, by such representatives of the Liberal party of the Miramichi as could readily be got together. Although the notice was very short, there were about one hundred and forty-five persons present who elected Richard Carman, Esq., Chairman, and Mr. D. G. Smith, Secretary.

The meeting was essentially a representative one in which all classes of citizens joined with a unity of purpose, that gave evidence of a strength and confidence calculated to encourage any party, anywhere.

The Chairman explained the purpose of the meeting, which was to consider the steps to be taken in connection with the proposed visit of Hon. Edward Blake, M. P., leader of the Liberal party of Canada. Mr. Snowball, M.P., who had been in correspondence with Mr. Blake, gave the meeting the information required concerning his movements, from which it appeared that the distinguished gentleman would probably reach the Miramichi on Thursday evening 1st, or Friday morning, 2nd September. Mr. Snowball also hoped that Hon. Mr. Laurier would accompany Mr. Blake, but of this he was not certain. A number of gentlemen addressed the meeting, and it was resolved that the Liberal Party of Northumberland take steps to receive Mr. Blake, by presenting him with an address, making arrangements for him to meet the people and speak before them on the public questions of the day.

Committees on Address, Reception, Decorations, etc., were appointed and organised, the greatest unanimity of sentiment and enthusiasm over the great Liberal Leader's proposed visit pervading the meeting. When Mr. Blake arrives he will be received by a number of his political friends and escorted to the residence of J. B. Snowball, Esq., M. P. whose guest he will be while here. The address is to be presented at 3 p. m. on Friday 2nd Sept. As at present arranged, the presentation of the address and Mr. Blake's address to the people, in reply, will be made from a large covered platform to be erected on the south side of the Masonic Hall. This platform will be the whole length of the building and some twenty feet wide, with seats for ladies and gentlemen who accompany them, and access to it will be by way of the Masonic Hall doors. Accommodation for the general audience will be provided in the Public Square. Should the afternoon be rainy, the Hall and platform will both be used, so as afford cover for about 1000 people.

The Committee having the matter in charge, have arranged to bring residents of the upper part of the County who desire to hear Mr. Blake from Derby, the Boom House landing, Nelson, and the Northwest Bridge in one of the capacious barges belonging to Geo. McLeod, Esq., which will be towed by the *St. George* and these will be returned after the speaking in Chatham is over, which will probably be about six o'clock. The barge will accommodate a larger number of persons than any other means of conveyance on the river, and Mr. McLeod, in placing it at the disposal of the Committee, and Mr. Snowball, whose steamer is also placed in their hands for the day, deserve the party's thanks.

A dinner in honor of Mr. Blake is to be given in Masonic Hall on Friday evening, by Mr. Snowball, to which leading men of the County will be invited to the number of about one hundred and fifty, or as many as can be accommodated in the hall.

As Chatham is the last place in the Province in which Mr. Blake is to speak, it is probable that there will be a large gathering of the people to hear him. His supporters exhibit an earnestness in the matter of arrangements for his reception, which is proof that the political principles of which he is the accepted leading exponent, have even a stronger hold on the minds of the people than they ever had before, being brought to the surface and emphasized by the extravagance with which the country is being managed, and the enormous burdens of taxation wrung from the great mass of toilers in the interest of monopoly and one-sided protection.

The meeting of last Thursday evening was adjourned until this evening, when it will be again convened at Masonic Hall, (up stairs.) All members of the Liberal party are invited, as these meetings are of the people and not confined to any special class of citizens.

The Lumber Trade.

The last number of the *Timber Trades Journal* gives a rather more hopeful view of the timber trade in Great Britain than it has for some time past and indicates that the lowest figures have been reached. Referring to the Liverpool market it says:—

The importation continues to be moderate, especially of Quebec goods, only two vessels having thus far arrived with cargoes consigned on the market, the other arrivals being under contract, if we except a few parcels of pine deals which have come forward by steamer. Meanwhile, there is a steady demand, and with a growing confidence in the future buyers are coming into the market rather more freely than they have done for some time past.

This is more evident in the spruce deal branch of business than in any other, as the moderate import and the higher prices asked abroad for these goods are having no inconsiderable influence upon consumers. The advance obtained by auction a fortnight ago has been more than sustained, as several cargoes have been sold privately during the past week at higher rates, and the impression seems to strengthen from day to day that we have seen the lowest prices. Still this can only be the case if we have no excessive import, and it is to be hoped that the slight impetus from which the trade is now benefiting may be sustained, because much of the business recently done has been of a very unprofitable nature, and the merchants now want a turn in the market by which they may recoup themselves for their recent losses.

It is to be hoped that a turn for the better—leading to a permanent improvement in prices—has been reached, for whatever may be said to the contrary, the lumber trade has been working under a very discouraging outlook during the present season. It is probable that a better state of things will, however, prevail from the present time forward, as the summer holidays promise to end with a brisk renewal of building operations, which, added to the demands of the fall export trade will tend to increase the prices of deals and other lumber.

Decrying Hon. Mr. Blake.

ANOTHER CHANCE FOR HIM:—The Halifax *Herald* states that the Hon. Edward Blake arrived at Halifax a few days ago, and there being no one at the depot to receive him, he engaged one of the cabs on the stand and drove into the city. Here is a grand opportunity for the ridicule-monger of Chatham to again display his talent in that direction, and he can do so too, without bringing his master into trouble with any of our people as he did in his recent tilt against the French people in Alnwick.

The latter part of the above paragraph is "werry sewere," and intended as a bit of revenge on the ADVANCE because it published the fact that not one of the committee who undertook to get up the recent "reception" of Sir Hector Langevin, was present at the Chatham Railway station to receive him on his arrival. The *Advocate* imagines that by publishing a misstatement concerning Hon. Mr. Blake it will, to some extent, excuse its "sick" and "mad" friends of that memorable Thursday morning in Chatham. The *Herald's* little story, however, was exploded on the day it appeared, by the fact being published that Hon. Mr. Blake was met by Hon. A. G. Jones and other friends at Halifax Station and driven to Mr. Jones' residence in that gentleman's private carriage. Mr. Blake being near Halifax ran down quietly to see some of his friends in a private way. He is to visit Halifax again, publicly, in a few days and we hope the *Advocate* will then be allowed to tell the truth about his reception.

The U. S. Mail-bag Grievance.

A short time since, the American newspapers complained that the Canadian Postal authorities were making wholesale appropriations of American mail-bags which came into their hands in the ordinary interchange of mails between the two countries. The Deputy Post-master-General at Ottawa was interviewed on the subject the other day with the following result:—

"I have not the slightest doubt that a large number of United States mail bags are in use in the Dominion. In fact, I know it cannot well be otherwise. The Canadian and American bags are constantly going and coming between the two countries, and of course a great many American bags are in use on this side of the border just the same as lots of Canadian bags are used in the States. The fact of the matter is, that the Americans have discovered that just now the balance is in their favor; that is all it really amounts to."

REPORTER—The inspector states that the inspectors sent over from the United States, found United States mail bags put up and about to be despatched to Manitoba and British Columbia with Canadian patent locks on them, showing that they had been deliberately appropriated and repaired at our repair shops. Is that correct?

MR. GRIFFIN—I have not the least doubt that the United States bags are, to a certain extent, used for carrying our local mails. The Canadian and American bags are just alike, the only distinguishing mark being some stenciled letters which very soon become so obliterated as to be scarcely distinguishable. In the hurry of making up mails postmasters do not stop to hunt through a pile of mail bags for a Canadian one, but take the first one that comes to hand. A short time ago we issued orders for post-masters to return all the American bags, but they will not take the trouble to do that. For years and years the same style of affairs has existed. Americans use Canadian bags and *vice versa*.

"I see that the United States now talk of a new system of international bags, made so as to be easily distinguishable, a fair proportion to be supplied by each Government and returned at regular intervals."

"Well. I'm sure we're ready to meet them half way in any fair proposal they may have to make." It will be seen from the above that the Canadian authorities could make the same charge against the United States service.

An official of the Montreal Post Office, who was interrogated by the *Mail* correspondent, denied that there was any substantial foundation for the American charge. When the postal arrangement now in existence between the United States and Canada was first made nearly two-thirds of the mail bags belonged to the United States. This arose out of the American mails delivered in Canada being much larger than the Canadian mails going out. The change had, therefore, to be made gradually, and the number of late was being rapidly reduced. Within a brief period about fifteen hundred new bags had been removed from Ottawa, and were utilized by the local department.—With respect to bags from the States being kept here, it was admitted a few might have got mixed up with our own, but the same accident might happen to ours in the States. The estimated cost of these bags would not exceed $1.25.—There is scarcely a United States bag used in this Province, and new bags are being sent from Ottawa as fast as they are asked for. Postmaster James must look to another quarter than Canada for another Star route sensation.

There has, no doubt, been an attempt on the part of the United States Postal authorities to exaggerate the alleged appropriation of mail bags by the Canadian Department, but those who have any knowledge of the matter are well aware of the fact that there is a little too much carelessness in connection with the handling of empty mail bags, and that they are not returned to where they belong, as promptly as they should be. If, as the Montreal official intimates, new bags are sent to local offices as soon as requested, it is quite clear that post-masters are very backward in making requests and Inspectors in forwarding them. We have seen mail matter carried in potatoe bags in this Province, the reason assigned being that regular bags could not be obtained. If a few of the missing Americans bags were sent down to this Province, the potatoe bags might be spared from the service.

The Ministry of Marine.

We are glad to see more favorable reports concerning the health of the Hon. J. C. Pope. It seems to be admitted on all sides, however, that there is no prospect of Mr. Pope's recovery so far as to be able to discharge his duties as a Minister of the Crown and an adviser of the Governor-General. It is not likely that any great hurry will be made in making another change, but we believe that there will be a change. Mr. Pope has been incapacitated for a long time, and while it is only right that his case should be treated with even more than ordinary courtesy, it is equally necessary in the public interest that, if his Department is worth preserving at all, it must be occupied by some one capable of performing the duties.—Lately, there has been a report that the position is to be given to a St. John Senator. This is, however, the revival of a report which was circulated some time ago. No doubt for such a position there would be several claimants, or, at least, aspirants. There is more than one Senator in New Brunswick who would like to have a seat in the Cabinet, and there is at least one member in the House of Commons whose party claims and services are so great that they can scarcely be overlooked; and who, it is alleged, has a definite promise of a Cabinet position. The office of Marine and Fisheries naturally belongs to the Maritime Provinces, and we may expect when it is given away that it will not be given out of these Provinces. Then, too, the New Brunswick claim to a second seat is likely to be vigorously pressed.—*St. John Globe.*

Hon. Mr. Blake's Visit to P. E. I.

The Charlottetown *Patriot* says:—

"The visit of the Hon. Edward Blake to this Island will be long and pleasantly remembered by all who had the pleasure and the privilege of hearing his speeches and making his acquaintance. They have seen with feelings of agreeable surprise that the leader of a great party can discuss the questions at issue between him and his opponents purely on their own merits, without heat and without personal bitterness, and that a man who has distinguished himself hitherto both at the Bar and in Parliament, can be as simple and unpretending in his manner, as genial and as "companiable" as the most sociable men they meet in ordinary society. Our best men saw in Mr. Blake all that they most highly esteem in a public man, and in a private gentleman, and the more they saw of him the better they liked him and the more they respected him. He is a man for whom none of his supporters are compelled to find excuses or to make allowances. View him from what point you please, you find him not only an able man and an eloquent man, but a good man and gentleman. His private life will bear the very closest inspection, and those who take him for a leader may depend upon it that all his acts are honest, and all his words truthful and sincere. Every one who has come in contact with Mr. Blake must see that he is a leader to be depended upon implicitly. He will not consciously lead his followers astray. He will never adopt a policy which he believes to be wrong for the sake of obtaining power or for any other consideration.

"Mr. Blake's opponents say that he has created no enthusiasm in this Province. They will, we believe, find that they are mistaken. His speeches have not, it is true, elicited noisy plaudits, but they have deepened conviction, and they have caused his hearers to respect and to be proud of the speaker. The effect of the contrast between Mr. Blake's calm appeals to the reason and experience of his hearers and the coarse, vulgar, and abusive harangues which Conservative leaders are in the habit of addressing the people of this province is too great to pass unobserved by men who have any regard for sense or any respect for decency. The first protectionist who ventures to insult the intelligence of a Prince Edward Island audience by resorting to the old style of abuse, clap-trap, and denunciation, will, we undertake to say, be made to see and feel the influence which Mr. Blake's speeches have had on the public mind in this Province. He will find that his rational way of discussing public questions has caused not only Liberals, but Conservatives, to insist upon a better and more elevated style of political discussion. If Mr. Blake's visit has had only this effect, it would be very far indeed from being a failure; but that it has produced, and is producing other results calculated to strengthen the cause of free trade and honest government in this Province we have not the slightest doubt. Mr. Blake's clear enunciation of the principles of free trade, and his damaging exposure of the fallacies of protection and the deception of the protectionists, fell upon ears prepared to receive sound doctrine in matters of trade, and will, we have no doubt, produce good fruit in due season."

Smash-up on the Intercolonial.

MILLSTREAM, Que., Aug. 11.—An accident which happened near here last night on the Intercolonial illustrates very well one of the dangers to which that road is liable, and against which the utmost precaution must be taken if disasters are to be avoided. At the junction of the Metapedia River with the Restigouche is the station of Metapedia, and ten miles up the valley of the former is Millstream Station. For many miles through this valley the railway winds along the edge of the stream, following its sinuosities as closely as the character of the banks will allow. At times these approach so near the bed of the river and are so full of curves that deep cutting through the rocky roads are an absolute necessity. Owing to the delays formerly caused by these cuts filling with drifted snow, they have been all roofed over with sheds, so that the effect of passing through one of them, in so far as light is concerned, is very much the same as passing through a tunnel. As the rock is almost invariably tilted and fractured to an excessive degree, while the cuttings are usually curved, it is easy to see that there is at all times danger to trains from rock slides, and the impossibility of the most careful drivers seeing an obstacle on the track more than a few yards ahead. Two miles above Millstream Station occurs one of the most dangerous of all these *quasi* tunnels. It is long, crooked, and steep, and closely overhangs the bed of the stream, while the rocky masses which compose its sides are more than usually jagged and threatening. The danger of slides, of which the train hands live and work in constant fear, has been greatly increased by recent steady and long-continued rain, and last night, some time after the east-bound express passed through, a huge mass of rock, weighing not less than twelve tons, became detached from the wall in the middle of the cut and slid down, entirely unobserved, on the rails. Shortly before midnight a local freight train left Millstream and under high pressure of steam on the up grade ran against the mass with the most extraordinary results. Though the engine left the rails, the train was impelled through a distance of 150 feet before it came to a dead stop, and even then the shock was so great as to turn the tender bottom upwards and lay it at right angles across the rails. The foremost car was then thrown right side up fairly and squarely on top of the tender, and lying in the same direction. The end of this car next the bank was thus raised so high that it went several feet through the sloping roof of the shed, tearing down a number of the heavy rafters on one side of the cut. As a matter of course, the unsupported rafters on the other side tumbled also, and fortunately for the driver and fireman a very heavy one fell between their unroofed cab and the uplifted car which must have crushed them instantly to death but for its friendly protection. As it was the driver escaped with a slight scratch, and the fireman would have been equally fortunate but for the severe, though not dangerous, scalding of the lower part of his body by a jet of steam escaping from a broken guage. None of the train hands received any injury, and only three other cars were wrecked, eight being left in a condition to be shunted back to Campbellton shortly after the accident. Owing to the out-of-the-way character of the place, much more time would have been lost than has been had it not been that a special coal train was following the freight from station to station. Leaving his own car at Metapedia the conductor took the engine up to the scene of the accident, and not only brought the injured man to his home in Campbellton, but rapidly landed a large force of trackmen on the spot. In spite of all they could do, however, the express from Moncton had to lie over for an hour, until the passengers and baggage could be transferred to one that had backed down from Rimouski to receive them. It will take till some time to-morrow to get the engine out and the track relaid, as the former has to be moved out of the cut in order to get it out of the way of traffic. Among the passengers on the up express are Mr. F. M. Bell-Smith, A. R. C. A., of Montreal, who during his being involuntary delayed has drawn a special sketch of the scene in the cut where the engine, tender, and forward car are lying. By a singular coincidence the same driver, through a broken wheel on his engine, ran his train off the track and into the river at a point near one end of this same cut about two months ago in the night.

A Huge Swindle.

BOSTON Aug. 11.—A confidence game, which for daring coolness and breadth of conception has perhaps never been surpassed, was perpetrated in this city a few weeks ago. An old and well-known commission merchant named Daniel Goodnow recently purchased a lot of damaged cotton, and among the offers of a bargain for it which were offered was one from G. A. Fuller, a cotton broker, ostensibly acting in the interests of a large manufacturing firm in Biddeford, Me. After some negotiations Fuller introduced a man who pretended to be a special agent of the Company. A bargain was struck after some time, and Mr. Goodnow was requested to send the cotton by water, as the Biddeford Company was engaged in serious legal complications with the rail ways. For all these representations letters and telegrams, apparently genuine, were shown. In order to effect the shipments Mr. Goodnow purchased an old barque, the *Western Sea*, and besides the cotton, which was valued at $29,391, large quantities of wine and tea were put on board, as it was said these would meet with ready sale. Mr. Goodnow was also induced to provision the vessel for a long voyage, as being a foreign vessel (she sailed under the Haytian flag) she must first go to St. John, N. B., and thence back to Biddeford. The barque sailed on the 3rd of July, but when Goodnow a few days afterwards presented his bill at the office of the company here, he found that he had been swindled. The arrival of the *Western Sea* was chronicled at St. John in due time. She cleared from that port on the 26th of July, and has not since been heard of. Telegraphic orders for her detention have been sent to all points where she would be likely to touch.

LATER.—The vessel laden with $30,000 worth of merchandise obtained by swindlers from Mr. Goodnow, a prominent merchant here, under pretense that it was for a well-known firm in Maine, is believed to have been taken to Africa. The captain of the vessel does not bear the best reputation.

STILL LATER.—The *Western Sea* is now at Bath, Me., and Fuller is under arrest. The latter is a scoundrel of world wide experiences, he having been engaged in cheats of various kinds in China, California, Turkey, France, etc. Goodnow is also considered more sharp than particular in his transactions and his case does not elicit much sympathy. Fuller when in St. John bought charts and other supplies for which he did not pay.

Black Birch *vs.* Walnut.

[Toronto *Globe*.]

A short time ago a local sketch appeared in the *Globe* deploring the exhaustion of the supply of walnut. Since that time the subject has been discussed in most of the Canadian papers, and many suggestions have been offered as to the kind of wood that might be used as a substitute. A *Globe* reporter interviewed several extensive furniture dealers and lumber merchants on the subject, and all were unanimous in saying that the only good substitute is black birch, which is rapidly coming into favour. Black birch is a close-grained, handsome wood, and can easily be stained to resemble walnut exactly. It is just as easy to work, and is suitable for nearly, if not all, the purposes to which walnut is at present applied. Birch is much the same colour as cherry, but as the latter wood is now so scarce, and consequently so dear, the dealers do not take much stock in it. It is with difficulty that cherry wood can be obtained at $50 a thousand feet, while birch wood can be purchased at any saw-mill for $16 per thousand feet. When properly stained it is almost impossible to distinguish the difference between it and walnut, as it is susceptible of a beautiful polish, equal to any wood now used in the manufacture of furniture. When it became known throughout the States and Canada that the supply of walnut was almost exhausted, the dealers set their brains to work to find a substitute, and now since birch has been thought of, the price is slowly advancing.

In the forests throughout Ontario, birch grows in abundance, especially if the land be not too boggy. There is a great difference in the wood of different sections. Where the land is high and dry, the wood is firm and clear, but if the land where the wood is grown be low and wet, the wood has a tendency to be soft, and of a bluish colour. In all the northern regions it can be found in great abundance, and as the tree grows to such a size, little trouble is experienced in procuring a large quantity. The forests of the Manitoulin Islands abound with it, as well as those of the Peterborough and Haliburton districts. The Muskoka district also contains a plentiful supply.

During the past few years large quantities of this wood have been exported from the Province of Quebec at a low figure, but this will be stopped when it is known that it is to take the place of walnut in the near future. It is very easily detected among other trees on account of its height, large trunk, and the peculiar colour of its coarse bark. Most of the perforated chair bottoms now in use are manufactured from it. There is a species of bird's eye birch, but it is very scarce and is not more valuable commercially than the plain woods. In consequence of the prospect of its speedy substitution for black walnut, it should be husbanded with the greatest of care.

An evidence of the weight and solidity of the wood is the fact, that it will sink after being a few days on the water. This fact is a slight drawback to the work of having it conveyed to saw-mills. One of the principal means resorted to is binding it together with pine logs, and thus it is brought to the mill, but pine cannot always be found where birch grows, and it is then necessary to haul it, sometimes a great distance, with the aid of horses.

How Salmon are Caught by the "Fishing wheel.

The San Francisco (Cal) *Bulletin*, in a recent issue, says. "From an English gentleman who has lately travelled overland from British Columbia we learn that a new device, which has been patented, is now in operation taking salmon on the Columbia River. This device, a machine, is known as "William's Patent Fishing Wheel," and is located on the Oregon side of the Columbia River, about a mile and a half below the cascades. This device consists of a jetty of rocks built out from a point on the shore of the river, outside of which is a planked sluiceway, in which an undershot wheel with large tank buckets revolves. The sluiceway was built when the river was at its lowest stage of water, and the wheel is hung so that it can be raised or lowered, as may be desired, according to stage of water. The instinct of the salmon is to run up the river alongside of the bank instead of mid-channel. By this the fish can take advantage of the eddies below jutting points of land. On these projecting points of land the Indians have from time immemorial taken salmon in large numbers by using dip-nets. The jetty built out from the point above named makes a larger and longer slack water behind it, and the salmon rounding the point rush into the sluiceway to get up the river. In the sluiceway, the wheel, which revolves in the current, is gauged so as to sweep within a foot of the bottom, and the salmon are scooped up in the tanks or buckets, which latter let out the water as they descend. On the wheel descending, the fish are thrown out into a trough or gutter leading to a pen below, where they remain until taken away to be canned. The arrangement of the sluiceway, wheel, etc. is a most successful one, the catch of adult salmon, which are the only ones canned, running from 1500 to 4000 per day. There is virtually no expense in taking the fish save attending to the pen.

As the fishermen who take salmon in boats in the Lower Columbia River demand and receive from fifty to sixty cents per fish from the canneries, one can readily see what a vast profit the use of the wheel makes to the cannery connected with it. In fact, if the use of this wheel increases on the Upper Columbia River, the canneries located near Astoria and all others who depend on boat fishing, will either have to give up business or run at a loss from a reduction in price of canned salmon, while their rivals will get rich. There are about 3,000 men employed in the boats, and making nets for salmon on the Columbia River, which the general use of this wheel will throw out of work, and at the same time the permanent plant of the canneries, consisting of piers and buildings, estimated at more than $250,000, will become worthless. These two items, the non-employment of boatmen, etc., and permanent plant of canneries, are, however, the least of the evils which will come from the use of Williams patent fish wheel.

Our informant states that the wheel scoops up all sizes of salmon, from one-pound weight upward; that all fish below six-pounds weight are not used in canning, but are thrown back into the river dead, and float away. He states that at one emptying out of the pen, which he witnessed, several hundred of the young salmon were thrown away as above stated, and as this occurs three times daily many thousands of immature fish are destroyed weekly, which would in succeeding seasons grow to a size fit for canning. In fact, it is simply a question of a few years, say five, with this fishing wheel generally in use, whether salmon canning on the Columbia river, which averages $2,500,000 to $3,000,000 annually, will have to cease for want of adult fish to can.

The use of this fishing wheel means the rapid destruction of salmon-canning in all rivers that have a quick current and rocky shores. It is a patent which should be revoked on the ground of being "adverse to public policy," and its use, or kindred devices by which the immature fish are destroyed, should be prevented under heavy penalties within the limits of the United States.

Marshes Damaged!

On Wednesday night last the Tantramar Marshes, Westmorland, were visited by an exceedingly high tide. It was unaccompanied with wind, but estimated to be as high as the "Saxby" tide. The Island—Spectacle—New and West Marshes were a sea 3 and 4 feet deep. The Dykes were broken, the railroad injured in places, and hay nearly ruined and some washed away. The damage is estimated at from $5.000 to $10.000. Cattle and horses were brought off next morning from nearly all the marshes. Pastures will be ruined by salt water.

DEATH OF A PROMINENT MAN:—HALIFAX, Aug. 16.—Martin I Wilkins, Prothonotory of Halifax County, died this morning. He entered public life in 1851 as member for Pictou. He became Solicitor General in Johnstone's Conservative Administration, was defeated in 1859, and dropped out of public life till 1866, when he defeated the present Chief Justice McDonald. He was one of the Anti-Confederate leaders, and was the first Attorney-General of the Anti-Confederate Government of Nova Scotia. To the last, he was, what may be called a repealer. The deceased was a remarkably able man. The office is worth $5,000 a year, and it is understood that Local Premier Holmes will step into it.

Wicked for Clergymen.

Rev.——, Washington, D. C., writes: I believe it to be all wrong and even wicked for clergymen or other public men to be led into giving testimonials to quack doctors or vile stuffs called medicines, but when a really meritorious article made of valuable remedies known to all, that all physicians use and trust in daily, we should freely commend it. I, therefore, cheerfully and heartily commend Hop Bitters for the good they have done me and my friends, firmly believing they have no equal for family use. I will not be without them."—*New York Baptist Weekly.*

Comely! Attractive! Winning!—These expressive words are often and properly applied to the fair ladies of our favored land, who keep their hair abundant and natural in color and lustre by the timely use of Ayer's Hair Vigor. The Vigor is safe and agreeable; and its effects are very lasting, making it the most economical, and at the same time the most beneficial and elegant of toilet preparations.

But one Opinion prevails throughout the world, and that is so strongly in favor of Perry Davis' Pain-Killer, that no other article ever attained so wide spread popularity.

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