BATHURST, Oct. 2, 1884.

addition to this the failure of the fall

loss to those who make extensive pre

In going from Pokemouche to Ship-

This is the site of the proposed bridge,

which if built will be a very great ac-

parations for this fishing.

# The Union Advocate.

Established 1867.

NEWCASTLE, MIRAMICHI, N. B. WEDNESDAY, OCTOBER 8, 1884.

#### THE GRAND TRUNK VS. THE CANADIAN PACIFIC.

We devote considerable editorial is a director) and to injure the Canadian Pacific, unless such statements were promptly met and shown to be Bo unreliable, to say nothing more. Mr. Mitchell's letter is a most inter esting one, and as it deals with the affairs of the two greatest railway corporations in Canada, between whom there is open antagonism, will be eagerly read by all who take an interest in the affairs of the country.

To Lord John Claude Hamilton, M. P. for Liverpool and Director of the Grand Trunk Railway.

MY LORD: In the Toronto Globe to-day, a copy of which I have received this evening, I find a report of an interview between yourself and a representa-tive of that newspaper. The interview appears to have taken place in Ottawa on Friday, and, I presume, occurred under the Vice-Regal roof. In this re port there are statements credited to you, which, although they appear to have been carefully written out for publication, I should hope you would, on receiving fuller information, hasten to withdraw as incorrect, since many them are of the nature of aspersions of a a nut on the rail track." A careful exountry, at present engaged in one of the greatest and most important and beneficial enterprises of the age. There are also statements which, I am sure, being a comparative stranger in Canada you can not, of your own information know to be correct, but which, I dou not, you have received and published i good faith. I shall first correct you i some of the minor matters before proceeding to deal with those larger ques

tions on which you seem to have be grossly misinformed. As your "interview" appears to largely of the character of a laudation of the Grand Trunk Railway as at presen nanaged, I am happy to be able to agree with you to the extent of saying that th management is better than formerly when accidents were of daily occurrence and people who used the railway did s in fear and trembling. To what exten this is due to the coroners' juries it not for me to say. In the ten years tervening between your last and present yisit the Grand Trunk has drawn an en ormous revenue from the people of Can ada, and it would indeed be singular if with the millions of surplus in tho years, the management had failed t improve their track and equipment Grand Trunk stockholders had invest "enormous sums of money in Canada" with practically no return," but who ever gave you this information did great injustice to Canada. If you will kindly turn to a report from Mr. J. C. Brydge to the Canadian Government, of dat July, 1875, you will see that this gentle-man, who had been the managing director of the Grand Trunk for many years, serious danger; but when this is carried "total capital of the company is, there fore, to-day, for cash actually expend " ed. £15,000,000, instead of £37,000,000 "and of the smaller amount £3,112,000 "or upwards of 20 p. c., is provide free of all present cost to the compan "by Canada....The company's own ac "counts for 1874 show that they nearl "earned a net profit of five per cent."
upon their actual outlay." Does this
look like the traffic of Canada giving no return to the Grand Trunk? If you wi pany for 1883 you will find that the sur-plus sent out of Canada to Grand Trunk shareholders amounted to shareholders amounted to a very larg sum indeed, the dividends distribute for the half year ending December 3 being alone nearly \$3,000,000. If you road cost to build three or four time what it should have cost; if it was

management was for years as bad as it well could be, no blame attaches to the people of Canada, nor should the world be told that Grand Trunk investments n Canada are giving "no return." But, my Lord, you do not hesitate to ay, in the face of "no return," that hee Grand Trunk "has a great future before it;" that the pressure of traffic or its lines calls for extensive improvement and additions; and you instance the necessity for the erection of a suitab depot at Montreal to cost half a milli lars, and the double tracking the line between Toronto and Montre ich will cost several millions mo It is not the fault of the people Canada, then, that you are not getting suitable returns for your investment since by your admission the traffic that is offered is really beyond the facilities of the Grand Trunk to handle proper without those "many improvements as 'extensions required by the necessition "of trade," of which you speak. It might be well for your Lordship to revise your judgment before again sugges ing that the fault lies with the Canadiald withdraw your condemnation of road. On another point—one of local interest in Montreal—you appear to be in error. You seem to think that there is no obligation binding on your company to erect a suitable depot at Montreal. You intimate that until the line is double tracked between Montreal and Toronto, "the Grand Trunk would not be able to handle additional traffic at Montreal;" and again you say that, as it would cost half a million to build the al;" and again you say that, as it is Montreal depot, "this amount the company would devote to the purpose as soon as they could afford it," the company neanwhile (in your own words) being required to husband their means" and 'exercise great prudence and economy' in the face of "enormously reduced receipts." Perhaps your Lordship is not aware that by a solemn agreement tween the city of Montreal and the Grand Trunk Company, made last year, your company undertook to erect this depot without delay, at a cost of not claim for the payment of a loan due to

ences as to destroy the value of the clause for double tracking—on the past tea or twelve years. Have you astrength of which the House of Commons had agreed to the passage of the measure—would be permitted to go through. When Sir Henry Tyler subparsed the Grand Trunk pay houghs to take precedence of this decline to pursue the matter further on the plea of etiquette, but the public will undergoing numerous repairs. The see in his declinature a species of walls of the dining room are being paint-double to the passage of the pay asked to be allowed, and received and nationality, and which leaves the matter further on the plea of etiquette, but the public will undergoing numerous repairs. The cowardice which ill becomes his rank and nationality, and which leaves the matter further on the plea of etiquette, but the public will undergoing numerous repairs. The walls of the dining room are being paint-double to the passage of the pay asked to be allowed, and received and nationality, and which leaves the matter further on the public will undergoing numerous repairs. The walls of the dining room are being put and nationality, and which leaves the matter further on the public will undergoing numerous repairs. The walls of the dining room are being put and nationality, and which leaves the matter further on the public will undergoing numerous repairs. The walls of the dining room are being put on it. your prominent shareholders, in regard tion of the people of Canada in decid-to any undertaking to double track the ing what railways are or are not worthy road, and Sir Henry then distinctly re- of public support. When the pudiated any such engagement and emphatically declared that there was no foundation for such a report. Now we space this week to a well written have the assurance from yourself, my letter addressed by the Hon. Peter Lord, that "the Company are pledged to its directors to assume the role of dicta-Mitchell to Lord John Claude Hamillay another track as soon as possible."
Would it be improper to request your ton, who, in an interview with a Lordship to reconcile this statement Globe representative, indulged in with the following from the same interstatements calculated to assist the view:-"It was, he, [you] considered Grand Trunk Railway (of which he Board of Directors to publish his opinions respecting the condition of the rail-way, as the views of the members of the Board were usually supposed to be expressed by the President in his annual address."

ments are now made and assurances ments are now made and assurances them? The statement will be read with given at variance with the views of the surprise, if not with indignation, by Calcrand Trunk Board as expressed by the nadians who remember how Grand Trunk herring or mackerel, and but a moderate President has, in the most marked manner declared to be without any founda-Before passing from the internal affairs of the Grand Trunk permit me in all courtesy to say that when you speak of the condition and the management of the your Lordship, as has been the case with many other shareholders and directors who have preceded you in making examination of their property, has been carefully supplied with the most select information, and while your statements are undoubtedly intended to be strictly true,

they will be received with derision by the people of this country who are acquainted with the facts. Your Lordship states for instance, that the recent accident at Pickering was due to "the loosening of amination of the Grand Trunk Railway by a more exact method than is possible from the window of an official car would reveal to your Lordship thousands of causes of accident, if this be one. Indeed, the extraordinary number of accidents to which the public are still treated on the Grand Trunk Railway would in dicate the need of a more searching inves igation, if not by your officials or direc ors, then by competent and conscien ous government officers.

The statement that the loss of life from cidents on the Grand Trunk has been less than upon any railway system of the same extent in the world is simply absurd. There has been greater loss of life from passenger train accidents on the Grand Trunk within the past twelve months than on the combined railways of the six New England States in five rears, and I defy Mr. Joseph Hickson to dicate any line of railway on this conti nent, with mileage corresponding to the Grand Trunk, where the loss of life has een one-half as great within the past year. I have given some attention to this matter, and should your Lordship desire it I will furnish the particulars to

It is well known here that the "skin ning" process has been in operation or the Grand Trunk for the past two years and that it has become more and more severe as the effect of Mr. Hickson's vain and ambitious schemes for controlling all the railways of the country have worked their natural result. It is possi ble that a railway may be got into such perfect condition that its expenses for repairs may be reduced far below the average for a considerable time without that no one acquainted with the Grand Trunk Railway has yet seen it in such a indition as to justify the most tempo-

ary suspension of repairs. I would most earnestly recommen that your Lordship should, in your own interest as a shareholder, and in the interest of your associates, make enquiry about these matters of the train men, the station men, and the track men, and of shose who travel on the line without free sses, and not accept without question he statements of managers, anxiety to cover up the results of their eckless and unwise policy has not alone ontributed to these accidents but has een the direct cause of shrinkage in the evenues of your company. Before eaving this branch of the subject, my ord, perhaps I should notice the coment which you pay to the officers of burthened with onerous leases and other engagements; if its stock was watered the Grand Trunk, for "their ability dence and fidelity to duty." I do to an almost incredible extent; if it think this fairly applies to the rank and file of Grand Trunk officials who are onstantly risking their health and lives in the Company's service. How far it applies to the Chief Executive in Canada you may learn by enquiring into the genuineness of a report which has gained some currency, and which alleges that during the present season there were archased in the United States 2,000 tons rails which were found to be totally unfit for the main line, and resulted in a heavy loss to the Company. Your zeal or the Company's interests will probably lead you to get to the bottom of a report which, if unfounded, should be officially and formally contradicted.

There remain, my Lord, now to be deal with, your very serious reflections upon the Government of this country, and ipon an enterprise which the people and Parliament have seen fit to aid with pub-lic funds. Here are your words, indited I have no doubt, from Rideau Hall, and with a view of promoting Grand Trunk

Unlike the Canadian Pacific the Grand Trus runk was suicidal, resultable to the Canadian He could not understand the objects of the Canadian Attacks upon the Grand Trunk,

He could not understand the objects of the Canadian Pacific Company's attacks upon the Grand Trunk, and was sure that they were not prompted by Mr. Stephen, the President, who had always shown himself anxious to promote mutual agreement and harmony between the companies. Possibly there were others on the C. P. R. Board, or whose opinions were represented there, whose interest it was to make the Grand Trunk a bugbear; but Mr. Stephen had always expressed regret that the preliminary arrangement of last year had fallen through. The Grand Trunk Company was anxious to see the Canadian Pacific completed, because it would add to the general railway traffic of the country, in which the Grand Trunk would share. The general impression, however, was that the Canadian Pacific would have to be taken over and operated by the Government.

less than \$400,000, and that your representatives in Canada agreed so to do in order to secure the abandoment of a man will not thank you for; and it would the city of Montreal, which experts have been more manly if you had named ing interest? If your Lordship had been to harmonious action with the Grand aware of this fact, you would scarcely Trunk. Did you mean Mr. Donald A.

sequently addressed the Grand Trunk shareholders at their annual meeting he was questioned by a Mr. Abbott, one of your prominent, shareholders at their annual meeting he challenge the mature judgment and activations and which leaves the mature open to the inference that Mr. Mitchell's reply to the lordly budget of inaccuracies is simply unanswerable. Trunk discharges its debt to Canada, when it ceases to be a beggar at the door DEAR ADVOCATE. of Parliament for friendly legislation if In a recent trip to Bathurst via Traca

tor and arraign the Parliament of a free country as if it were a machine to be did condition, the exception only being manipulated according to Grand Trunk where the roads had been under recent tence in which you unjustly denounce the Government of Canada for the "iniqui- land as you travel towards the adjoining interests. My Lord, in the same sentous" proceeding of aiding to establish a competing railway line in Ontario—a line to which there has been contributed not one dollar of the public money of Canada and the damage done to late grain by -you allege that "the Grand Trunk did the frosts of three weeks ago, much of

market when he visited London to sell market when he visited London to sell the bonds of the Northern Colonization Railway, extending from Quebec to Montreal and Ottawa; or how, at a later date, of blueberries, which were most plentithe same treatment was extended to the Treasurer of the Province of Quebec who went on similar errand; how the Grand of Gloucester, from Tracadie to Bathurst Trunk has persistently opposed every crops have been anything but encouragmovement to supply Canada with railway ing to the farmer, hay light, potatoes a facilities which were not tributary to its interests; and how in its latest efforts very short crop, and grain, which owing naterests; and now in its latest enorms to obstruct the building of the Canadian to the backward spring was late in being Pacific it not only attacked the credit sown, will make but a small return. In and character of that enterprise but went to the length of threatening the credit of the country itself in the English money market. The people of Canada, my Lord, have not such convenient memories as Grand Trunk directors seem to need, as they have not forgotten who it was commenced the "crusade," not against the Grand Trunk but against the crossing at the ferry at the church. Canadian Pacific. Five years ago, before

the Canadian Pacific Company had signed the contract with the Government the Secretary of the Grand Trunk Company, Mr Renton, writing to a correspon- and from Shippegan from Inkerman, pany, Mr Renton, writing to a correspondent in Glasgow, openly denounced the Pokemouche and Tracadie. At the fernoters of the Canadian Pacific Company as a band of adventurers; and from ry on the Pokemouche side Mr. F. P. that day to this, under one pretence or Loggie, of Miramichi, does a large busianother, in season and out of season, it ness in fresh fish and game, lobsters, has done its utmost to defeat the objects &c., and persons doing business with and aims of Parliament and the Governent in connexion with an enterprise which the country stands pledged to obliged to go a long way round before carry forward. If the Grand Trunk they can get their business done. A wished to see the Canadian Pacific completed, My Lord, as you allege, why do its organs in the press assail the enterprise and the country which is to sup- people of this section petitioned the Local port it, in terms so vindictive and ma-Grand Trunk put up to lobby against the Government because of its friendship for the enterprise which Perlimentality of the enterprise or the enterprise which Parliament sublago Hon. P. G. Ryan, Commissioner of sidized? Why was the Hich on corres- Public Works for this province, visited pondence—so insulting to the Govern-ment and to the Parliament and people of ment and to the Parliament and people of Canada—entered upon only a few months ago? If, My Lord, the Grand Trunk deago? If, My Lord, the Grand Trunk deago? sires to see the Canadian Pacific com-pleted and established, it has chosen a

trange way to display its friendship! I night even appeal to yourself, my Lord; tides, the rest of the distance having a I might refer to your newspaper contri-bution now under review; I might de-bution now under review; I might de-We hope that at the approaching session clare that here, in the very sentence in which you profess a fri ndship for the Canadian Pacific railway, are embodied will grant and authorize the expenditure charges as unfair as even Mr. Hickson of a sum sufficient to complete this could have penned and as rancorous as if necessary public work. legation that "the Canadian Pacific results of the building of the Caraquet would have to be taken over and operated by the Government!" Is this the er the expression of uncompromising and impertinent hostility? Was there From Grand Anse to B any basis for it beyond the desire natural fishing has been fairly successful during

in a Grand Trunk director, the wish that is father to the thought? Perhaps, my Lord, your time in Canada might be out a good average catch, and the catch spent to greater profit if, instead of asof salmon has been better than for the sailing a Government supported by an overwhelming majority in Parliament, overwhelming majority in Farlament, and Parliamentary action which has been endorsed by the people at the polls, you Poirier do business, the catch has been had given more attention to the affairs of the Grand Trunk itself, you might have seen reason to so far change your about one thousand dollars worth of mind as to lead to the belief that of salmon in his stand of nexts at this the two railways the Grand Trunk is place. In this district potatoes are a by all odds the most likely to be ' turned poor crop and grain was much injured over and operated" by the bond-holders who practically own it.

by the early frost. What is the position of your company today? Your common stock is quoted at work with steel shovels on both sides at 104; it is practically obliterated; while of the river and the embankment is you have passed the dividends on both second and third preference stocks. You making rapid progress. The line crosses have a capital which is three fourths the river between the highway bridge water. Your road stands you at a nomi- and the mill of Mr. James Smith. Be nal cost in capital account of about £32,low the highway bridge stone is being 000 stg. per mile, to compete with the Ontario and Quebec which cost about quarried for the abutments of the bridge. £5,400 per mile. What hope have your A large amount of work has been done stockholders or your later classes of between Bass River and Bathurst and as bondholders of getting dividends, when your road has to face competition with such odds against it? There is your debt with a cargo of rails arrives, track laythe people of Canada-\$26,000,000- ing will commence at the junction with without interest. What do you propose the I. C. R. About three miles from without interest. What do you propose to do about it? Does the Grand Trunk intend to repudiate this debt? You speak of something not being tolerated in England. Would such wholesale regood work is being done, a large num-

diation be tolerated in England? If, my Lord, you had been present at the last session of the Canadian Parliament and had witnessed the desperate courses to which the agents of your company were driven to secure the passage of leged, the fate of the Grand Trunk was struction, of which a description will apsuspended; if you had witnessed the indignation with which every member of Yesterday the open Parliament regarded the trick to steal legislation favorable to your company— a trick and a deception which in my lace in Parliament I found it necessary to expose and denounce-you might have come to the conclusion that the safe-guarding of the honor and true interests of your company was quite as extensive and important an undertaking as you would care to assume, and that attacks and insinuations against a company and an enterprise enjoying the confidence of

Parliament, managed by honorable and experienced men and having vast resources, are as unwise as they are unpopular and uncalled for. I can assure you, my Lord, that it is the juagment of the people of Canada that abstinence by Grand Trunk directors from interference the occasion. with the affairs of other railway companies and interests, and a judicious devo tion to the duty to which they have been would best suit the combination of ail ments of which the Grand Trunk is at

present the victim. Your obedient servant. P. MITCHELL, M. P. \*\*\*\*

Campbellton Notes.

Price, of the L. C. R., Moneton, and Mr

Neil Smith, of the I. C. R., Campbellton

went out partridge shooting. At the lake about three miles in the rear of the

famous Parker's Lake, they spied a cari-

loaded with buck shot for any emergen-

Mr. E. Harding, formerly train de-

beast without any trouble

noble

Montreal, September 27, 1884. Mr. Mitchell is a foeman worthy of the valued at one million of dollars, include the persons to whom you refer as opposed steel of Lord John Claude Hamilton or any other man. His letter is direct cy, and they succeeded in bringing down enough and pointed enough to compel aware of this lact, you would scarcely intimate that it rests solely with the Grand Trunk whether this depot shall be built or not. Your company has been lity? Or do you allude to Mr. Angus or repeatedly accused of bad faith in not. Mr. McIntyre, both of whom have shown to feith energy the note of the state their prize to town, and incredible as it may seem, when they returned to defensible, for no true Englishman could the lake the cow's mate was standing. carrying out its engagements in regard an unsurpassed amount of faith, energy and perseverance in promoting this, the private only but in public, and for good greatest national enterprise of the age? Or whom do you mean? I submit that in- of the attacking party. Lord John de enquire, who it is that is delegated to speak for the Grand Trunk? Is it Mr. Hickson, your representative in Canada? If so, then he has pledged your Company to the construction of the depot without delay, while you treat the subject as if no pledge existed. Take the matter of the "double tracking." The Premier of Canada stated to Parliament last session that the Grand Trunk Company had agreed to set aside one million of pounds.

Stead of dealing with those whom you seem the those whom you would treat as offenders by inuendo, you would treat as offenders by inuendo, you would the acting a more English part in openly to treat as offenders by inuendo, you would the acting a more English part in openly to the canada? It would be acting a more English part in openly to the construction of the depot without delay while you treat the subject as if a graph of the construction of the depot without delay while you treat the subject as if a graph of the constitution of the depot without the form of the depot without the streat as offenders by inuendo, you would treat as offenders by inuendo, you would treat as offenders by inuendo, you would the acting a more English part in openly train despatcher at Campbellton, but now hold-in a graph of the Western Union office at Boston, has been down at acterize your allusions to the Government to an acting part in openly troin the western Union office at Boston, has been down at acterize your allusions to the Government to an acting part in openly troin the western Union office at Boston, has been down at acterize your allusions to the Government of the streat as offenders by inuendo, you would the acting a good position in the Western Union office at Boston, has been down at acterize your allusions to the Government of the streat as offenders by invented the wester Union of the candian and a large spear and a small-sized constant on the section of the depot without as a Grand Trunk dies not replace to the streat as offenders by invented the wester Union of the candian for the serv agreed to set aside one million of pounds erment in connection with the railways newspaper correspondence with any insterling to secure this double tracking, of this country. You can scarcely have dividual, whatever his position." These and he let it be understood that on this account a bill which had been so mutilated for the Senate by Grand Trunk influ
or this country. You can scarcely have dividual, whatever his position. These dividual, whatever his position. The dividual has a substitute of the second cargo she has taken from the second cargo she has taken fro

bucto; is in town. This gentleman has added largely to the business of Camp-bellton. He has loaded five ships here this summer and there are now two Coast Jottings. others in port to load for him. His usiness here is run by his son, who is a

first class man. Preparations are being made for mbering on a large scale this winter. This, no doubt, will improve matters die, Shippegan, Caraquet we found the omewhat, for on account of the poor fishing this summer complaints are made

Our own correspondent sends the fol owing:-The Excursion to Metapedia last Friday passed off very pleasantly The chilling cold of that morning, and the advertisements not stating what object the funds were for, had no doubt a endency to keep many away who would This being so, the people of Canada will not object to the construction of other be at a loss to understand why staterailways, even those competing with the mil the statement will be read with them!" The statement will be read with had set in the day before and the river guardian was on hand to greet those who might attempt to break the law in that President at the annual meeting, and by influence in England drove the late Sir what authority do you affirm what your Hugh Allan out of the English money in mached labeters, but the recent advances respect. Others spent the time partiage what authority do you affirm what your in packed lobsters will fully make up for hill near by and took in the beauty of the Metapedia Valley. In the afternoon there was an interesting shooting match, after which there was a match game o uoits for the amateur championship of Restigouche between Dr. Cates and A D. McKendrick, Dr. Lunam and H. R. Smith. The game resulted in favor of the former, who seem anxious to mee any other pair in the County.

The best fishing at Parker Lake this season was done a few days ago by Fred McKay & H. R. Smith. After fishing part of two days they returned with 235

herring to strike in has been a heavy nd this place commencing next spring, he having a bonus of \$500 from the Govrnment. This is what the people have een shouting for this many a day, and it is high time we had, as the present mode of ferrying is too mean and slow for this rapidly growing town. commodation to the people travelling to

Mills are closing down for the season Business is quiet Campbellton, Oct. 6, 1884.

#### \*\*\*\* Sad and Fatal Occurrence.

On Monday morning last, between and 10 o'clock, our town was the scene him from the Shippegan side are at times of an unusually sad occurrence, which took place on the site of the new post office. Men were engaged moving a stone weighing about a ton, which left with more force than usual. The eastern Gov't and the House of Assembly for a guy snapped and the derrick tell. Bystanders shouted to the men who were working in the westerly corner, and right in a line with the falling derrick. All but ne-Arthur Hutchison - avoided the the site of the proposed bridge and falling mass by crouching down or springing aside. Hutchison did not seem to take in the situation, and was struck down, it is thought by one of the cross about eleven feet of water at ordinary pieces used as steps on the derrick, the blow being nearly full on the forehead causing fracture of the base of the brain When picked up, blood was flowing free ly from the mouth and left ear. The poor fellow expired in about thirty mincontractor (Jos. Treen), John Ingram, John Wheeler, John Murphy, Peter ed by the Government!" Is this the language of friendship? Is it not rath-bringing them within easy reach of betwhat we have above given. The con-From Grand Anse to Bathurst the tractor, who is known to be careful of his men, said that his experience with derricks extended over some fifteen years, that he considered the gearing the past season, lobsters having turned sufficiently strong to carry three tons weight, and that he had used every pre caution in this instance to have the rig ging safe. In answer to a juror, Mr reen said the broken guy (all the guys eing of wire) had been used before, and good, the latter gentleman having caught in answer to another juror said he con dered the derrick was sufficient to carry about one thousand dollars worth of ouble the weight he would require i onnection with the present contract The jury's verdict was that deceased came to his death by a falling derrick and

ecommend the contractor to use strongrigging in future. The deceasad, who was 38 years of age, leaves a wife and one child, for of the grant voted for the Indiantown cm much sympathy is manifested. and came of a very respectable family. Contractor Treen, who kindly attended tion of the remains, telegraphed on Mon-day to relatives at St. Stephen, and yes-contract, for rails and other rolling terday was instructed by telegraph to stock needed to thoroughly equip the forward the remains to that place. At line, the payment of the expenses incurof the townsfolk, and went on by the neon train, Mrs. Hutchison accompanying them to St. Stephen.

ber of men and trains being employed. The Next Lieutenant-Governor. In Bathurst, building operations are The choice of the Hon, Mr. Masson as being energetically pushed forward, ieutenant-Governor of the Province of

several very handsome and commodious Quebec seems to be greeted with the new buildings being in course of concommunity. This universal satisfaction springs from the deep feeling of respect and esteem which the high character of Yesterday the opening of the ne Bathurst Trotting Park took place. where. Besides these considerations The track is situated about a mile from Hon. Mr. Masson is one of the lucky the village, lying just across the railway people among our prominent men, whose rsonal fortune and whose marriage on the road to Tete-a-gouche. The with a very distinguished lady belong-ing to one of the best families in Quebec course is surrounded by a high board fence, and the trotting course is half a vill enable him not only to sustain the mile round. There were about four widely known reputation of Spencer Wood for hospitality, but even to do the nenors of the old historical mansion with hundred persons present to witness the opening races. The day was fine but pecial eclat. Many names have already there was a heavy wind from the N. W. een mentioned in connection with the which raised the dust in clouds, and uture staff of the new Governor. One of the most prominent candidates to the was anything but pleasant. A number of Miramichi gentlemen were present on ary seems to be Mr. Charles Burroughs, on-in-law of the Hon. Mr. Masson. Mr. Burroughs is well known in our On Tuesday last, (Sept. 30) Mr. Fred Price, of Montreal, brother of Mr. H. A. appointed to the position of A. D. C.

and Private Secretary.

The term of office of His Honor Lieutee immediately sworn in and enter upon head querters are at Richibucto. his duties as the chief of the Executive Council of this Province.—Chronicle.

boo cow getting up out of the grass. Fortunately their shorting irons were CHASING THE SALMON SPEARERS. Fishery Warden Irving, on the 1st, discovered a canoe on the Bartibogue containing two natives with salmon. He gave chase, but their skill in handling their canoe enabled them to escape. The same night he sighted another canoe near, and he, too, was captured. The lucky sportsmen took their prizes to got so near that the poachers leaped out and took to the woods. The canoe contained a large spear and a small-sized

Chas. S. Parnell," is now loading at The matter was talked over, and Not Affected by Age.

Powder that had been kept on the shelf of a grocery store for ten years were recently tested by Professor Schedler of New York, for the purpose of measuring It was found that although the Powder nad been exposed to atmospheric changes during all this time—for it was not in airight cans—its loss of raising power or strength was less than one per cent., the owder being practically as good as the

This is a most valuable quality in a baking powder, one which few possess.

Most powders if not used when first day it was put up. less. This is particularly the case and others. with "bread preparations" or baking owders made from phosphates.

This superior keeping quality in the Royal" arises from the extraordinary are in its manufacture, and the scientific principles employed in its combination. The articles used in its composition are thoroughly dried by heat before being compounded, and are so prepared and coated as to prevent the action of the acid upon the alkali prematurely, or except under the influence of heat or water essarily used in cooking or baking. found to be the only baking powder that without deterioration.

#### ----Baptist Educational Meeting.

A meeting in the interests of the Bar tist Union Seminary scheme was held in the Carleton Baptist Church last evening The chair was occupied by Rev. G. A Hartley. There were present: Rev. J. I. Porter, Rev. Mr. Cahill, Rev. T. H. Sid-It is reported that a Chatham man will un a steam ferry between Cross Point opened the meeting explaining the Bap tist Seminary scheme. He spoke at some length on the question of general education and of the necessity of interest in the matter. Rev. Mr. Cahill followed, referring to

the need of the moral element in educaion, which, he said, could only be obtained through denominational schools Rev. M. Siddall spoke next. The question of an educated ministry, he said, had been disposed of. He dwelt next upon the wisdom of an institution giving neral education to all classes. Foster, in a short address

touched upon the present position of the Seminary, the steps that had been taken to secure the institution and the final settlement of St. John as the site for the Seminary. He hoped that a building worthy of the denomination would be rected. He spoke of the excellent the bank rather suddenly, and came down teaching staff the Seminary at present has and the general interest manifested the province.

> interest felt in the welfare of the Seminary not only in St. John but in Nova Thirty one shares of Seminary stock were subscribed for at the meeting, and the committee will continue their labors among the Baptists of Carleton, several shares having been promised .-Thursday's Telegraph.

Out of the Fight. The result of the victory gained by the friends of the Canada Temperance Act in Haiton county is beginning to be apparent upon a scale even larger than anticlident upon a scale even larger than anticlident provided in the same of the utes after the accident. An inquest was held during the forenoon at the residence hope and confidence into the promoters Mr. Searle's building was on fire once or they had proceeded from a malignent enemy rather than a professed friend.

The people in this part of Gloucester ed) before Dr. Freeman, Coroner. The ded) before Dr. Freeman, Coroner. The contractor (Jos. Treen), John Ingram. pondingly depressing the opponents of the act. Most significant of all is the announcement that the Brewers, Wine and pairing. The stock that was not re-Spirit Merchants' Protective Association moved is more or less injured. There has decided to abandon the struggle and is \$4,200 on the stock—namely \$2,000 in leave the tavern keepers in each county to fight it out for themselves. This as
Etna, and \$800 in the Imperial, and \$600 will not reap the canes at all this seasociation was formed with a great flour-ish of trumpets, \$50,000 was subscribed, and its object was to fight the act the province through. It fought and was sadly defeated in Halton, and the defeat

seems to have entirely discomfited the standard remedy for Indigestion, Dyspep-association. The temperance people are sia, Low Spirits, General Debility, and association. The temperance people are jubilant and now claim that they will all impurities of the Blood sweep the country. It cannot be denied that in Ontario they have good prospects Discharged from Custody. of doing this .- Sun.

# Suspicious of Others.

The Advance exhibits a nervous anxiety as to what is to be done with the balance Branch, after Mr. Snowball is paid the His wife is a daughter of the late David Bothwell, (whose name is familiar to our said by the organ to be \$65,000, and with vance really so ignorant, that it does not o matters relating to the final disposi- know that there are large expenditures on yesterday the remains were convey- red in making surveys, as well as the d to the station, followed by a number salaries of the engineering staffin charge

The Advance ignores these facts to have a malicious fling at gentlemen who cares as little for his enmity as they do for his friendship. Strange as it may seem, he appears to forget that every attack he makes on others in this particu lar brings uppermost this fact, that hav-ing had his dip into the public funds, he expects others will do the same when op-

## Personal.

Mr. Henry St. G. Perley, a young and clever journalist whose name is very familiar to the people of St. John and Fredericton, died recently. He was the eldest son of the late G. H. Perley, C. E., and had been all direct, whereas a large proportion of the taxes of Canada are in the nature in ill health for some time. Colin H. Livingstone, of St. John, N. B. was declared at McGill University on Thursday the winner of the McDonald

natural science scholarship, the value of which is \$250, having made one of the highest records ever attained. It is stated that Sir Hector Langevin will position of A. D. C. and Private Secre- visit Moncton and Bathurst soon to lay the

those places. Mr. T. W. Bliss, Registrar of Deeds for social circles, and enjoys the esteem of the community; we believe that a more popular and more qualified man cannot friends at the Capital. The Rev. D. Chapman of Chatham, is in

Kent just now. He left for that county last week to take part in Missionary meetnant-Governor Robitaille expires on the ings to be held under the direction of the 26th of October and his successor will Rev. Mr. Kirby, Methodist minister, whose

## Hymeneal.

The Summerside Journal says that on Wednesday morning last Miss Emma Jessie Maclennan, second daughter of olin Maclennan, Esq., was married at her father's residence by Rev. John Mc-Leod, of Charlottetown, to Mr. Wm. A. Hickson, of Chatham, New Brunswick. Miss Aggie Maclennan, sister of the bride, acted as bridesmaid and Mr. J. D. B. F. Mackenzie as groomsman. Mr. Hickson is manager at Chatham for the happy couple left on the morning boat amid the congratulations and good wishes of many friends. The editors of this paper cordially join in good wishes to friend Hickson and his bride.

INCORRECTLY CREDITED .- It may perhaps be as well to inform the St. John Globe that the item published in its issue of Wednesday last, concerning the Indiantown Branch, and credited to the Bk. Helles ADVOCATE, was never published in this

### Northumberland County Institute.

Some old specimens of Royal Baking cowder that had been kept on the shelf of a grocery store for ten years were reently tested by Professor Schedler of Yew York, for the purpose of measuring he loss of strength they had undergone. It was found that although the Powder ad been exposed to atmospheric changes

of Management.

Mr. Hutchison introduced the subject of dayling dwell ng upon its importance and illustrating his method of teaching. A discussion of a conversational character follow-

In the afternoon Mr. Palmer read a carebaking powder, one which few possess. Most powders if not used when first made are found to be ineffective. If kept even a few weeks they lose their leavening power, become lumpy or caked, and others.

In the alternoon mr. Fainter feet a care fully prepared paper on Moral Culture, graining thoughtful suggestions for cultivating the consciences of pupils. The discussion that followed was participated in by Miss Alexander, Mr. Hutchison, Inspector Cox McKax, to Miss Catherine Oxford, both and others.

Chief Superintendent Crocket lectured in the evening. Friday morning Miss Parker introduced the subject of Multiplication and Division of Fractions, and exemplified it with the aid of a class of children from Miss Williston's de-partment of the High School.

Mr. Palmer treated of Ventilation giving many practical hints on this subject. Mr. Fowler treated of Geographical Lines that owe their location to the position and apparent moving of the sun.

Mr. Palmer, by request, illustrated on the blackboard a method of teaching this sub The Royal Baking Powder is now used extensively all over Australia, Africa, and other low latitudes, where it has been found to be the only baking powder that will withstand the hot, moist atmosphere

The subject of Mental Arithmetic was dis Miss Hickey read a newspaper article or

and others. Votes of thanks were passed to the Trus tees for the use of the schoolroom and to the children who formed the class for the exemplification of work,

Resolved to hold the next annual meeting at Newcastle, first Thursday and Friday of Oct.—Saturday's World.

SCOTT ACT .- The Scott Act is being rigidly enforced (in a "horn,") and Estey's Fragrant Philoderma is still the standard remedy for Chapped Hands. Sore Lips, Chafing in Infants. &c., &c.

### Roller Skating.

The Advance says:—Negotiations have been opened with the Directors of the Chatham Rink by the Moncton Roller as strong as octore. I believe it to be even stronger than it was formerly, and the best test that this is the case our rink fitted up for roller, instead of ice skating. The Moncton company is composed of Messrs. Weston McAllister, B. H. Dyer, F. A. Stoddard and G. A. tormulate in recent years with any Inch. Their intention is, we understand success a contrary policy. I have ofto lease the Chatham Rink for a term of ten been asked, too, if I believed that years should they be able to meet the views of the company as to rent—which is yet to be decided upon. Mr. Inch, who was in Chatham on Tuesday, said to this I would say that it is an unthat if his Company secured the rink they would at once make some additions to it which would cost \$1,000 or more, they would include a second them. would include a new floor of thoroughly seasoned vellow birch or maple. ceiling of the walls and other provisions for making the building warm, including the introduction of a steam or other heating apparatus.

### Fire at Chatham.

You make no mistake when you have Estey's Iron and Quinine Tonic; it is the

Last week two young men, brothers, named Edward and James Oldham, were arrested at Richibucto for having stolen goods in their possession. The young men lately arrived at Richibucto from Boston, where Edward Oldham was clerk in the office of A. J. Quin, eastern Bath, Me. She is built for the Ameritravelling agent for the Northern Pacific can Board of Foreign Missions to fur-Railway. The case came up for examin-ther their work in the Caroline, Gilation at Richibucto on Friday, and a despatch to the Globe says the brothers were honorably discharged from custody, Detective Skiffington and lawyer Thomas having failed to produce evidence against beautiful craft, staunch, strong and said by the organ to be 300,000, and with the globe says the brothers eaders) and resides in the Sugary setlement, a few miles in rear of Newcastle.

The deceased belonged to St. Stephen, and came of a very respectable family.

The deceased belonged to St. Stephen, of way for the Government. Is the Adthem,

Missionary Meeting.

Revs. McLaughian and wells, and the Superintendent of the District, Rev. D. be an important assistance in the ser-Chapman. The choir furnished approvice for which she is designed, as the priate music. The collection taken up priate music. The collection taken up in aid of missions was in the vicinity of tidal currents among the islands. The

## Harvest Home.

Friends will kindly remember the Harvest Home Festival at Derby this evenham at 3 o'clock p. m., and Newcastle at

HEAVY TAXATION .- Talk about Canada's taxation of 33 millions being onercus

—Harper for October shows that the taxes for the city of New York in 1880 were \$33,512,663 for a population of 1,206,000—or only one fourth that of the Dominion of Canada. These taxes were of the taxes of Canada are in of revenue from Post Office, railways, canals, public and other sources.-Post.

emostpopulartoiletar ticleinthemarketfor chappedhandssorelipstenderf aceaftersha vingchafingoranyroughnessoftheskin.

corner stones of new public buildings at the death of Bertha Strang, daughter of was that both got gloriously full, es-Annie D. and Ephraim Strang, of Chat- pecially the father, and when he came and Mrs Strang in the bereavement that has fallen to their lot of late, three members of the household having been remov ed by death during a few short months. Though deeply bereaved, it must be a great source of consolation to them to know that their loved ones are not lost ences that have arisen between Earl only hidden from their view for a brief period of time.

> IRON IS KING-and Estey's Iron and Quinine Tonic is called the King of Blood Purifiers.

# Shipping Intelligence.

PORT OF NEWCASTLE. ARRIVED.

Oct. 2.—Bk. Stadt, 691, Jacobsen, Belfast B. F. Mackenzie as groomsman. Mr. hallast, R. A. & J. Stewart.

Hickson is manager at Chatham for the English firm of Guy, Bevan & Co. The last, R. A. & J. Stewart. 6.-Wm. Bateman, 504, Webe, Verd, R. A. & J. Stewart. CLEARED.

1.—Bk. Theresa, Hansen, Dublin, deals, Geo. McLeod.

Bk. Thinca, Jensen, Hull, deals, R. A. & J. Stewart. 4.-S. S. Titian, Noad, Avonmouth Dock, de ls R. A. & J. Stewart.

7.—Bk Forest Queen, McGonnell, Belfast, deals, D. & J. Ritchie.

Was finished on Thursday last. Survey has also been made between Cole's deals, D. & J. Ritchie. Bk. Montrose, Lindsbrom, Gibraltar, R.

### Married.

Rev. J. M. McLeod, of Charlottetown, WILLIAM A. HICKSON, of Chatham, New

At Chatham, on the 25th ult. by Kev. D. Chapman, Mr. R. ATCHISON, of Londonderry, Irelan Woods, of Chatham, N. B.

of Northesk.
At Miscou Island, on the 2nd October, by the Rev. James Quinn, of Bathurst, Mr. Edwin Bollong, of Tangier, Halifax Co., N. S. to Mrs. Susan J. Harper, of Miscou Island.

At Miscou Island, on the 2nd Oct., by the Rev. James Quinn of Bathurst, Mr. John Harper, of Miscou Island, to Miss BARBARA E. HALL, of Seven Islands, P. Q.

## Died.

At Ludlow, Cumberland Co., N. S. James Combie, of Miramichi, colporteur, after a very short illness, of heart disease, in the 55th year of his age. Deceased was a native of Banff, Scotland. He leaves a widow and a large circle of friends mourn their loss. Halifax papers copy.

At Chatham, on the 27th ult., of typhoid inultaneous Reading, and remarks were fever, Bertha Adelaide, youngest daughten ade on it by Mr. Morrissy, Miss Williston, of Annie D. and Ephraim Strang, aged 14

Beyond life's raging fever, Beyond life's troubled dream, Beyond death's surging river, Beyond that sullen stream, Beyond earth's weary burden, The cross, the scourge, the rod, Dear Bertha dwells in glory, Dear Bertha dwells with God.

### Canadian Annexation

please copy.

Moncton, N. B. and P. E. I. paper

ther the feeling of Canada in regard to its connection with the empire remains as strong as before. I believe it to be as yet no sign that they desire this consummation. And except under very great provocation, it would not be pressed by the public men of the United States. Their idea is that the pear, when ripe, will drop into The hardware store of Mr. J. R. ripening, with a tendency to sow Goggin was badly damaged by fire on Friday morning, at a very early hour. branches, and to live on in a more quis of Lorne.

### Sugar in Jamaica.

(Antigua Observer.) A planter who has just arrived in this country gives us a very gloomy account of the prospects of sugar growers in Jamaica. He says that favorably situated as regards transport son, as the proprietors do not see their way to a profit even upon the bare cost of manufacture, transport, freight and Loudon charges, leaving out of account that of cultivation. Hitherto the American market has been the stronghold of the Jamaica planters, but it is now invaded by bounty fed beet sugar, and the simple result is that the canes are left to rot in the

fields. NEW MISSIONARY VESSEL .- The thoroughly equipped. She is bar-quentine rigged, and in general will be propelled by sails only, but has A Missionary Meeting was held in the Methodist Church on Wednesday evening last. The pastor, Rev. F. Harrison, presided. Addresses were delivered by Revs. McLaughlan and Wells, and the knots an hour under steam. This will Sabbath school children take much interest in this new vessel, as she is daily visited by very many .- Ex.

CHILD CUT TO PIECES .-- On Saturday last a three year old daughter of Leon Gallant of Rustico, P. E. I. fell under a reaping machine driven by her father. Her left arm was severed at the shoulder joint, the left leg nearly cut off and there were several other wounds about her body. The left leg was subsequently amputated, but the Patriot says the child is likely to re-

A prominent gentleman of Montreal has an inebriate son. Determined to stop his drinking career the father took PLEASEDONTREADTHIS - Philodermaisth him to Quebec to place him in Beauport inebriate asylum. At the ancient capital the parental heart melted before the anxiety of the son to treat his In another column is recorded father to a parting drink. The result We sincerely sympathise with Mr. to, he found his son gone, and return-

London, Oct. 4 .- The object of the isit of the Duke of Cambridge to Dublin is to decide upon the differ-Spencer and Sir Thomas Steele, the ommander in chief of the troops in Ireland, upon the question of maintaining the present strength of the army in Ireland. The Duke of Cambridge sustains the view of Earl Spencer, who is in favor of maintaining the army at its present strength.

Hoss Donald A. Smith, of Montreal, lately offered to McGill College the splendid gift of \$50,000, on condition that the college would use it in making satisfactory provision the higher education of women. The gift has been accepted and provisional arrangements will at once be made by the Faculty of Arts for ladies' classes.

The preliminary survey of the Central Railway line between Norton and Cole's Island, a distance of 45 mlles, D. & J. Ritchie.
Hellespont, Tergeson, Clyde, deals, to decide whether Norton or Sussex is the most practicable route for the terminus of the road.— Telegraph.