Business Notice.

The ADVANCE office is open for business rom 8 a.m. until 6 p. m. every week-day.

It is not open for delivery of papers in the evening. Town and local country subscribers will, therefore, please call for their papers at the delivery window before 6 p. m.

ADVERTISEMENTS.

The insertion of advertisements can only be insured each week by their reaching this office by 6 p. m. on Tuesday.

Miramichi and the North Shore, etc.

ROYAL ARCANUM.—Miramichi Council No. 441 will meet for regular business at 7.30 to-morrow evening.

WRECK SALE.—The wreck of the ill-fated barquentine *Vigilant* has been sold at auction to E. Hutchison, Esq., for $105.

NEW SCHOONER.—T. B. Williston, Esq., is to build an 80 ft. keel schooner at Bay du Vin. She is intended for the mackerel fishery.

CAPTAIN DROWNED.—The Norwegian barque "Prinds Oscar," from Newcastle, N. B., has arrived at Belfast, The barque had been in collision, and her commander Capt. Munthe, was drowned. He was well known and much liked at Miramichi.

THE "RELIEF."—This tug, so well known on the Miramichi is now at St. John, where her boiler and machinery are being taken out to be placed in a new boat, which the owners, Messrs. Guy Bevan &Co. are building.

PERSONAL.—G. W. Mersereau, B. A., the new Inspector of Schools, will be in Chatham on Saturday 22nd inst, and persons wishing to consult him on school matters will find him at Mersereau's Photograph Rooms, Henderson St.

MR. ROBERT PRINGLE who has been in St. John for nearly a dozen years and who has represented here the large dry goods house of W. E. Sanford & Co., Hamilton left last night for Montreal. At that commercial centre Mr. Pringle is to represent the same firm, and no doubt in the more extended sphere thus opened before him he will meet with even a larger degree of success than he has in St. John. In all the circles in which he has moved, and his acquaintances are very numerous, Mr. Pringle is deservedly popular, and in leaving St. John he carries with him the hearty wishes of a very large body of friends for his future prosperity.—*Globe.*

DROWNED.—On Wednesday evening of last week Eliza Baile a young woman of about 22 years, left her mother's house near the Mill Stream, about four miles back of Newcastle, saying she intended to take a walk. She did net return and, late in the evening, search was vainly made for her by her brother and a neighbour. In the morning they renewed the search and discovered the poor girl's body in the Mill Stream just above the highway bridge, the upturned face showing through the new-formed ice. An inquest was held by Coroner Dr. Smith, prior to which a *post mortem* examination by Dr. McLearn had developed the fact that deceased was soon to suffer the shame that often follows man's perfidy and woman's weakness. The verdict was suicide. The case is a very sad one indeed and much sympathy is felt for the girl's aged mother and family. Miss Baile was highly esteemed by the neighborhood in which she lived.

Curling

The first curling indulged in this season by members of the Chatham Club, took place at the lake, Wellington Road, on Thursday afternoon last. The ice was, at first, in very good condition but "drug." Towards the end of the game snow came on and the stones were, with difficulty, sent even a tee length. The players and result were as follows.

John Pirie,	Evan McNeish,
Robt. Murray,	Alex. Brown,
John Johnston,	D. M. Loggie,
D.G.Smith, Skip, 13	Wm. Wilson, Skip, 13.

The count was nearly all single ends.

New Bridges

A bridge is to be built over the North Branch, Little L'Amec Inlet, Gloucester. The length of the work will be 351 feet, 300 feet of which will be block work, with three spans or waterways of 18 feet each. Tenders for the work are to be received until 1st December at the Public Works Dept, Fredericton, and the work is to be completed 1st Sept. 1885.

A bridge is also to be built over the South Branch, Little L'Amec. The work will extend a total length of 620 feet, 340 feet of which will be block work laid on mud floors, w waterways of 15 feet. The tenders are to be received until 1st Dec., and the work must be finished by 1st September 1885.

A bridge is to be built over Lower Pokemouche, Gloucester. The total length of the work will be 1650 feet, which will be blockwork with waterways of 20 ft. span each at certain intervals. The channel span will be 66 ft. clear, and there will be a draw-opening of five feet. Tenders for the work are to be received by the Department of Public Works until Saturday 6th December, next, and the contract is to be completed by 1st September, 1886.

Tenders for repairing the burned portion of Lower Napan bridge, Northumberland, closed on Monday last. The work is to consist of 100 feet of new cedar block-work, the covering of the span—the stringers of which were left unharmed by the fire—with four inch hemlock plank and the railing of the new work. The job is to be finished by 15th December of this year. Mr. Alex. Cameron is the contractor.

New Church at Welford Station—Visit of Bishop Kingdon.

On Sunday last, the Right Rev. Bishop Kingdon, held confirmation services at the new church at Welford Station, and also at the Parish Church at Bass River, Kent Co. The new building at Welford Station, which is to be called by the name of St. Matthew's Church, is situated only a few minutes walk from the Railway Station, and will supply a want which has for some time past been very much felt by the members of the Church of England in that community. The building which is not yet completely finished, is a commodious structure about 50 by 27 feet, with a convenient porch at the northwest corner. In the interior at the southwest corner a suitable but temporary vestry is provided. It is also intended that there shall be a chancel when the building is completed. The church is lighted by a window of four square lights surmounted by another window of three lights in the westerly end, and there are also two triplet square headed windows in each side of the building. The exterior finish of the church is in vertical boarding with battens and the interior is ceiled with horizontal boarding. The seating, which is very neat and comfortable, is in black ash, and at the east end a temporary sanctuary, is provided, and appropriate ecclesiastical curtains, &c. are arranged behind the altar. A Prayer-desk and Lectern of suitable design are also provided. The building will be heated by two stoves placed one at each end of the nave, and it is lighted by lamps suspended from the ceiling. A bell will very soon be provided, the gift, we understand, of Bishop Kingdon. The new church, which has been built in a remarkably short time, having been begun less than two months ago, is a witness to the earnest zeal and liberality of the Missionary the Rev. H. Holloway and his estimable wife, who came to the Mission only in May last. The church people of the community are to be congratulated on having a place set apart for Divine Worship and it is hoped will be thus encouraged and stimulated to strengthen the hands of their worthy missionary.

On Monday evening last Divine Service was held in the new church, at which there were present His Lordship Bishop Kingdon, the Rev. H. Holloway, J. H. S. Sweet, D. Forsyth, A. Hoadley, and A. F. Hiltz. The prayers were said by the Rev. Mr. Hiltz, and the Bishop Coadjutor read the Lessons. The Sermon was delivered by the Rev. D. Forsyth, Rector of Chatham, and the whole service was much enjoyed by a large and appreciative congregation.

On Tuesday morning there was an early celebration of the Holy Eucharist at 8 o'clock, at which all the clergy and a number of laity, including the newly confirmed, were present. The Lord Bishop was celebrant and was served by the Rev. H. Holloway. At half-past 10, morning prayer was said by the Rev. A. F. Hiltz, and the Lessons were read and the Sermon preached by Bishop Kingdon. There was also a celebration of the Holy Eucharist at which in addition to communcants in the community at Welford Station, there were present several of the oldest parishioners from Bass River, some of whom had travelled about 20 miles. The Gospel was read by the Rev. D. Forsyth, and the Epistle by the Rev. A. Hoadley, of Moncton.

On Tuesday evening Divine Service was again held, at which there were present the Bishop Coadjutor, Rev. H. Holloway and Rev. A. Hoadley, the other clergy having been obliged to return to their Parishes. His Lordship, Bishop Kingdon, was the preacher, and a large congregation met again to worship and thank God for their new privileges. Services will now be regularly continued in St. Mathew's Church.

Winter Exhibition.

The Northumberland Agricultural Society will hold an Exhibition of Grain, Roots, Domestic Manufactures, Produce of the Loom, etc., at the Temperance Hall, Chatham, on Thursday, the 15th of January next, commencing at 11 a. m. The prize list is as follows, (prizes are premiums only, exhibitors having privilege of selling exhibits or retaining them, as they may desire.)

GRAIN.

1st White Wheat, not less than 1 bushel,	$2 00
2nd do.,	1 50
3rd do.,	1 00
1st Red Wheat, not less than 1 bushel,	2 00
2nd do.,	1 50
3rd do.,	1 00
1st Barley, not less than 1 bushel,	1 00
2nd do.,	75
3rd do.,	50
1st White Oats, not less than 1 bushel,	1 00
2nd do.,	75
1st Black Oats, not less than 1 bushel,	1 00
2nd do.,	75
1st Norway Oats,	1 00
2nd do.,	75
1st buckwheat, not less than 1 bushel,	1 00
2nd do.,	75
3rd do.,	50
1st Timothy See , not less than 1 bushel,	2 00
2nd do.,	1 50
3rd do.,	1 00
1st White Beans, not less than ½ a bushel,	1 50
2nd do.,	1 00
3rd do.,	75
1st Peas, not less than 1 bushel,	1 00
2nd do.,	75
3rd do.,	50

ROOTS.

1st Winter Potatoes, not less than 1 bushel,	1 00
2nd do.,	75
1st Early Potatoes not less than 1 bushel,	1 00
2nd do.,	75
1st Turnips (Swedish) not less than 1 bushel,	1 00
2nd do.,	75
1st Carrots, not less than ½ a bushel,	75
2nd do.,	50
1st Beets, not less than ½ bushel,	75
2nd do.,	50
1st Parsnips, not less than ½ a bushel,	75
2nd do.,	50
1st Mangel Wurtzel, not less than a bushel,	1 00
2nd do.,	75

DAIRY PRODUCE.

1st Butter not less than 15 lbs. nor more than 50 lbs.,	2 00
2nd do.,	1 50
3rd do.,	1 00
1st Butter, (Winter), not less than 5 lbs.,	1 00
2nd do.,	75
3rd do.,	50

DOMESTIC MANUFACTURES.

1st Woollen Socks, not less than 3 pairs,	1 00
2nd do.,	75
1st Woollen Mittens, not less than 3 pairs,	1 50
2nd do.,	1 00
1st Flannel, all wool, not less than 10 yards,	1 50
2nd do.,	1 00
1st Flannel, cotton and wool, not less than 10 yards,	1 50
2nd do.,	1 00
1st Checked Homespun, not less than 10 yds.	1 50
2nd do.,	1 00
1st Homespun, all wool, not less than 10 yds.	1 50
2nd do.,	1 00
1st Homespun, cotton and wool, not less than 10 yards,	1 50
2nd do.,	1 00
1st Blanket, (pair), all wool,	1 50
2nd do.,	1 00
1st Blankets (pair) cotton and wool,	1 50
2nd do.,	1 00
Best Plaid, all wool,	1 00
2nd do.,	75
1st Hooked Hearth Rug,	1 50
2nd do.,	1 00
1st piece of Hooked Matting, not less than 3 yards long and 1 yard wide,	1 50
2nd do.,	1 00

All articles exhibited, consisting of Grain, Roots, Dairy Produce, Domestic Manufactures, etc., must be the produce of the County, raised and produced by the exhibitor in the year 1884-5, and also the property of the exhibitor.

All articles intended for exhibition must be at the Hall at or before 10 o'clock, a.m., and none will be received after 11 o'clock, excepting by the decision of the Board.

Marriage Bells.

There was a very interesting ceremony performed at the neat little church of St. John the Evangelist at Bay du Vin, on Monday evening last, by the Rector, Rev. W. J. Wilkinson, the principals being T. B. Williston, Esq., and Miss Bessie Carmichael, daughter of J. C. E. Carmichael, Esq., late of H. M. Customs. Miss Maggie Loudoun, of Chatham attended the bride, whose youth and graces were the subject of much favorable comment, while Mr. Wm. Walls acted as groomsman. Among the eligible bachelors of the lower part of the County, our friend, Councillor Williston has, for some time, been considered the most confirmed of all. Absorbed in business and its cares he was hardly suspected of having either the time or inclination for wooing, but it is the unexpected that always happens and, notwithstanding his protests to his friends, he has been safely and, no doubt, happily rescued from a life of single wretchedness.

After the ceremony a merry wedding party assembled at the Williston homestead, of which the "Governor" is now master, where the young couple received the congratulations of a number of guests Meantime, the church bells were rung, salutes fired and other manifestations of joy over the event indulged in by the people of the neighborhood, who were, of course, entertained in a befitting manner. The wedding supper and speeches being over, dancing was engaged in until an early morning hour. Next day the newly-wedded pair drove to Chatham and took the train *en route* for New York. Rice and old slippers were showered upon them as the cars moved off. We wish them every happiness.

The *World* says,—"At St. John, on Tuesday evening, Mr. Joseph Rubins, foreman of THE WORLD newspaper and job office, and Miss Susie MacMurray, were made happy by Rev. Mr. Bruce. Miss Mary Rogerson attended the bride, and Mr. Robt. Rubins was groomsman. The bride was the recipient of a great many handsome presents. The wedding guests sat down to supper, soon after the ceremony, and then attended the bridal pair to the railway station and bombarded them with rice and old slippers. This is the third wedding out of our office within three years."

Clydesdale and Other Horses.

Three valuable animals were added, last week, to the Station Farm Stock. They consist of two two-year Clydesdale fillies and a spring filly of the same breed. They are, no doubt, as fine animals as were ever raised on Prince Edward Island, where they were purchased for Mr. Snowball by Chas. C. Gardiner, Esq., and sent to Miramichi in charge of Mr. J. D. McNeill, the well-known groom. The pedigrees of these animals, which have not been named yet are as follows,—

Clydesdale filly, color, bay; foaled May 9th, 1882; bred by Mr. William Bryenton, Brackley Point Road, Queens Co., P. E. I.; purchased from him by Chas. C. Gardiner for J. B. Snowball, Esq., Chatham, N.B., —sired by imported Clydesdale Horse "Barrister," Dam by "Conqueror," he by imported Clydesdale "Old Clyde;" Dam by Conqueror by imported Clydesdale, "Old Columbus." This filly took 2nd prize at the Provincial Show held at Charlottetown the 8th and 9th of Oct., 1884 and weighed, when two years and five months old, 1432 lbs. "Barrister," her sire has taken 1st prize at Dominion Exhibition held at Halifax in 1881, 1st prize at Dominion Exhibition held at St. John in 1882, 1st prize at the State Fair held at Bangor, Maine, in 1884, three first prizes at Provincial Exhibitions held at Charlottetown, besides taking 1st, 2nd, 3rd prizes (as will be seen by reference—and to his card)—at the leading show in the old country. Signed,

CHAS. C. GARDINER,
Registrar of Pedigrees for P.E. Island.
Ch'town, P. E. I., Nov. 10th, 1884.

The pedigree of the second filly is,—

Clydesdale filly, color, bay; foaled May 20th, 1882; bred by Mr. David Shaw, Bradewell, Kings Co., P. E. Island; purchased from him by Chas. C. Gardiner, for J. B. Snowball, Esq., Chatham, N.B.; sired by imported Clydesdale Horse "Barrister," Dam by Imported Clydesdale Horse "The Mention Horse," Grand Dam by Imported Telegraph Morgan. This filly took 1st prize at the Kings Co. Exhibition held at Georgetown in Oct. 1884; also took 3rd prize at the Provincial Exhibition held at Charlottetown in Oct., 1884, competing with and taking prize from filly which took 1st prize at Summerside for Prince Co. Signed,

CHAS. C. GARDINER,
Registrar of Pedigrees for P. E. Island.
Ch'town, P. E. I, Nov. 10th, 1884.

The six month's filly is as follows,—

Clydesdale filly, color, bright Bay; foaled May 9th. 1884; bred by Mr. Anthony Esserry, Milton, Queens Co., P. E. Island, purchased from him by Chas. C. Gardiner for J. B. Snowball, Esq., Chatham, N. B.; sired by Imported Clydesdale Horse "Barrister," dam by imported Clydesdale, "Old Clyde," gt. Dam by "Rob Roy," gt. gt. dam by "Statesman," he by Imported Clyde "Old Columbus." This filly took 1st prize at the Provincial Exhibition held in Charlottetown in Oct. 1884, competiting with a lot of, perhaps, the best colts ever shown at an Exhibition in the Province. She weighed, the day she was six months old, (on the 8th of Nov. 1884) after travelling from her home, a distance of 9 miles, 715 lbs. Signed,

CHAS. C. GARDENER.
Registrar for Pedigrees for P. E. Island.
Ch'town, P. E. I., Nov. 10 1884.

Besides the above there are in the Station Farm stables the Clydesdale Horse Duke of Wellington, Zulu Chief of the famous Morris-Hambletonian breed of trotters, and a number of horses representing the Percheron Victor Hugo stock as well as the fine breeds from the Rysdick horse.

[From the York "Gleaner."]

THE VALLEY RAILWAY.

Remarkable Progress Made in the Past Season

Some of the Possible Future Connections of this Road

The Northern and Western Railway, better known as the Miramichi Valley Railway, is now graded for twenty-five miles from the terminus at Gibson or to Cross Creek and track is laid for thirteen miles. From Cross Creek onward five miles are under contract and the grading is to be done in three weeks. At the rate work is progressing there is not much doubt that the cars will be running to Cross Creek early in December, and perhaps before the season's work is brought to a close the cars will run to the end of the graded portion, or thirty miles from Gibson.

ON THE EASTERN END

of the road the line is graded to Blackville a distance of twenty miles, and about thirteen miles of track are laid. The material for the bridge across

THE MIRAMICHI AT BLACKVILLE

is on the ground and the bridge will be completed by the middle of next month, when the cars will run to Blackville. That is to say, before Christmas comes forty-five and probably fifty miles of the Northern and Western Railway will be in operation, a fine showing for little more than half a season's work. This will leave fifty miles of the road yet to build, and a party of surveyors is now engaged in

LOCATING THE LINE FROM BLACKVILLE

west, and from the end of the five miles beyond Cross Creek east, so that when the spring comes everything will be ready to proceed with the completion of the road.

Steel rails sufficient for eighty miles of road are already on this side of the Atlantic, and are piled, part at Gibson and part at Chatham, ready for use. The Company have twenty flat cars on the Gibson end, and the same number on the Chatham end, and Messrs. Harris & Co. are getting up a number of box-cars for the line. At Marysville there are three flat-cars loaded with iron for a turn-table. The company appears to have determined on having

A GOOD ROAD

and in the case of this turn table they are expending $1000 to provide an iron one, when $250 is about the price paid for the ordinary turn tables in use in the province. This progress while it reflects great credit upon the gentleman at the head of the enterprise, also is a subject of

CONGRATULATION TO THE FRIENDS OF THE LOCAL GOVERNMENT

who have the satisfaction of seeing so much of this long-talked of work done, and its early completion secured in so short a time after the advent of the present administration to power. It has been found impracticable to carry the main line to Stanley but it is in contemplation to build a branch to that village and as the Attorney General and Mr. Temple on Fair Day both promised their good offices on behalf of subsidies, perhaps

AID FROM BOTH GOVERNMENTS

might be obtained. It is just possible that another subsidy may be available for a road up the Nashwaak above Cross Creek. The Quebec people are anxious that the Short Line shall be built to Hartland, and thence across the country to Moncton. The route of such a line as laid down on the maps published in the papers is an absurdity; but if it were built by the shortest practical route from Hartland to Moncton it would strike the Nashwaak above McBean's brook and follow it to Cross Creek, then it would take the Northern and Western Railway to Penniac and then strike east for the head of Grand Lake. Thus it is not improbable that while the people of Stanley have lost the main line of the Northern and Western they may have the Short Line passing their doors. If this Hartland route should be chosen, the part which the Northern and Western would play would be very important. From Cross Creek to Chatham is eighty-five miles, or over two hundred miles less than it is to Halifax, so that if Quebec and Halifax can have what they seem to think now is what they want, Chatham can, for a part of the year at least, make a strong bid for through freight over the Short Line by offering two hundred miles less railway carriage. Of course this is all speculation merely, but it is one of the things which may come about, and it will do no harm to make the facts public, especially as the whole Short Line business is yet an open question, and is to remain an open one until Parliament meets.

Restigouche County Court.

DALHOUSIE, Nov. 11.—The Restigouche County Court opened this morning, Judge Wilkinson presiding. The docket consisted of two cases. The first was J. W. Mackenzie & Co. vs. Curry and Welsh—judgment for plaintiffs for full amount claimed. The second was the Queen on the complaint of John S. Basset vs. Thos. Murphy, an appeal from the parish of Addington civil court against a conviction under the Liquor License Act of 1884. George P. Thomas supported appeal; Wm. Murray contra. Several objections were raised by Mr. Murray to the notice and recognizance, and after argument the points raised by Mr. Murray were held by the learned judge to be fatal to the appeal. The appeal was not entertained and the court adjourned *sine die.*

Ex-Councillor Sullivan and His Letter.

HARDWICKE 17th Nov. 1884.

To the Editor of the Miramichi Advance.

DEAR SIR.—A letter appeared in the *World* of the 12th inst. over the signature of Jeremiah Sullivan. That Mr. Sullivan inspired the writer of the letter there cannot be a doubt as through it there breaths a spirit of disappointed hope. At the same time, he had to get help to write of how he was defeated in Hardwicke. Mr. Sullivan says that it was not the vote he gave last winter on the Railway resolutions that defeated him, but an unfair canvass was used against him. There was no unfair canvass used against him. The canvass used against him was of his own creation. It was that he betrayed his trust. The people he was elected to represent he sold for his own profit. He knew what he was doing; he knew that his constituents wanted the terminus of the Valley Railway at Chatham, and he voted to have it away up the Miramichi River at Wilson's Point. This was the canvass used against him and Mr. Sullivan cannot truthfully call it an unfair one. He ought to have had common sense enough to know the ratepayers of Hardwicke would not allow themselves to be misrepresented in this matter. Those of them who canvassed against him made use of his vote on the Railway resolutions, and they were right in doing so. But Mr. Sullivan ought to be satisfied. He was paid for his vote, and the ratepayers only squared *their* account with him.

Mr. Thomas H. Phillips was appointed to expend $450 on the Escuminac Plain Road by the Dominion Government, but after Mr. Sullivan gave his vote on the Valley Railway Resolutions, Mr. Phillips' appointment was cancelled and Mr. Sullivan was given the job. Why did not Mr. Sullivan get this little job to do before his vote on the Railway Resolutions? Was the job not the price of his vote? This, also, was a canvass made use of against him and he cannot truthfully call it an unfair one. Why was Mr. Phillips ever appointed to expend this money, or why did not Sullivan get his appointment before he gave his vote on the Railway Resolutions? These were questions that were put to the ratepayers by Mr. Sullivan's opponents. They answered them by voting against the ex-Councillor. Mr. Sullivan cannot deny that this vote on the Railway question caused his defeat. He acknowledged it in an address to the ratepayers at the close of the poll. Wherever he went before the election he was met with refusals by the ratepayers to vote for him on account of this vote of his on the route of the railway. His canvass was that he made a mistake, but he said it ought to be overlooked as he had always been a good Councillor. It was hard to defeat Mr. Sullivan, as he does not know when he is beaten, but he is making matters worse by writing or helping to write such a silly letter as appeared in the *World.* His course on this Railway matter has been a childish one ever since he gave that famous vote of his last winter. When he thus misrepresented his constituents they called a meeting for the purpose of giving an expression of public opinion on the matter. Resolutions were passed at it condemning the vote that he gave, and a copy of them was sent to him, signed by the Chairman and Secretary. He sent the resolution back to the Chairman and on the back of it was written: "Mallace will have its reward," and something else that I do not remember. This is how he treated a large number of his former supportors. Can Mr. Sullivan, then, blame the ratepayers if this action of his was made use of. That, also, was a strong canvass against him. He has no right to call this unfair, has he?

About the 1st of April last he obtained the loan of an old Montreal newspaper from a neighbor and copied an extract from it on malice and had it published as a production of his own in the *World.* He wanted to be thought a philosopher, but his plagiarism was detected and he was known as a first of April man. Mr. Sullivan cannot complain of the plagiarism canvass being used against him. As it was also his own work he ought not to call it unfair.

Another canvass that was used against him was that he, acting as chief Overseer of the Poor, did all the work connected with the poor of the Parish and made what changes he liked, without consulting his colleagues, or any other person. He never asked other ratepayers if they would do the work cheaper than himself, but when any poor person had to go to the Alms-house he would hunt them out and take them without consulting anyone, making his own charges. There had been a half crazy boy living in Hardwicke by the name of Joe Whitty. Mr. Sullivan has hauled him to the Alms-house tri yearly, so that it got to be quite a familiar sight to see "Jerry and Joe" on their way to town. The best of the joke is that "Joe generally arrives back to Hardwicke a day in advance of "Jerry." It was all the same to Mr. Sullivan, however, as he was paid for his trips, and the parish was assessed for the money. Last winter he recorded his vote against having the Parish accounts published, lest the ratepayers might see what charges he had made.

Mr. Sullivan will please let the public know what the unfair canvass was that was used against him. What was it, Mr. Sullivan? We will await your answer before dealing any further with this question. In his wonderful letter he charges Mr. Brown of Chatham, with intimidating electors. This is false. Any person acquainted with Mr. Alex. Brown will smile at the idea of him trying to intimidate any one. Mr. Brown did not spend more than half an hour at the poll and his powers of intimidation were not used at all. If Mr. Brown in any way helped to defeat Sullivan the ratepayers of Hardwicke will consider him a public benefactor. Mr. Snowball is charged with sending liquor to the polling place in Hardwicke by Mr. Sullivan. Sullivan! Sullivan! You ought to be the last man to mention liquor at a polling booth. In his canvass in 1883 he promised the ratepayers of the French Bay a treat of four dollars if he was elected. He promised to give the four dollars to Andrew Babineau and Babineau was to get the liquor. Mr. Sullivan was elected and, trusting in his promise, the ratepayers gathered at Babineau's to await Sullivan's arrival from the poll as he had to pass Babineau's on his way home. He did pass, but he forgot to call and was shouted to and asked for the four dollars (Babineau had got the treat, trusting that Sullivan would keep his promise and pay the money) but he refused to hear and his four dollar treat has not been seen since. If Messrs. Bransfield and Williston hired a horse and man to bring them down a case of liquor to the poll to treat old men who had come long distances to record their votes against a traitor whose business was it? Certainly not the traitor's. Mr. Snowball had nothing to do with it at all, and even if he did treat his Hardwicke friends, whose business is it? Mr. Snowball would not ask Sullivan to pay for the treat. Mr. Snowball did do what he could to defeat Sullivan and his course in this matter is approved of by a large majority of the ratepayers of Hardwicke. Mr. Sullivan never treated his friends at an election. He allowed them to come to the poll long distances and go home again without giving them any refreshment whatever. His heart is not big enough for that. If others are more thoughtful than he is, it is a small matter for him to mention such things at all. Along with Messrs, Brown and Snowball he must have a fling in his own contemptible style at Mr. Jeremiah Savoy, who was the most active canvasser against him. Mr. Sullivan insinuates that because Mr. Savoy did not not vote for him his hogs died. If Mr. Savoy did meet with a loss it was not an abusive tongue that caused it, as was the case with Mr. Sullivan more than two years ago. Mr. Savoy had taken the measure of Mr. Sullivan years ago and warned the ratepayers of Hardwicke that he would sell them; if the majority of the ratepayers had taken Mr. Savoy's advice Mr. Sullivan would not have had the chance to vote on the Railway resolutions. Mr. Sullivan is hard up for something to write about when he writes about dead hogs. Why does he not write about *oxen.* Mr. Sullivan did, I believe, coax or get 48 ratepayers to vote for him in his own peculiar fashion, but since that famous letter of his has appeared it has lost any little sympathy he had. His friends, the few he has left in Hardwicke, strongly condemn his letter. He has not sense enough to accept defeat as an honest man would do, but must make an exhibition of himself in writing such stuff as he has in the *World.*

I have Mr. Editor taken up a great deal of your valuable space in giving Mr. Sullivan a costigation, but when a large majority of intelligent ratepayers of Hardwicke are told by an ignoramus that they would have voted for him but for being intimidated from doing so by Mr. Brown of Chatham and that those who were not were bought with whiskey furnished by Mr. Snowball, it is when space in a paper is necessary, to hurl back in his face the false charges that he has made against 142 who voted on the same ticket for Williston and Bransfield. Hardwicke did nobly. She rid herself of a man who sacrificed her interests for his own personal profit.

In conclusion I would advise Mr. Sullivan to "let sleeping dogs lie." If he wants to be shown up in the newspapers he can be accommodated. I will leave him now;

"From whence he sprung
Unwept, unhonored and unsung.

I am Mr. Editor,

Yours respectfully,
HARDWICKE.

Canadian Pacific's American Steel Rails—A Mystery Explained.

A Scranton paper says that the recent sale by the Lakawanna Iron & Coal. Company of that city of ten thousand tons of steel rails to the Canadian Pacific for $25.50 at the mill, or $26.50 at any of the lake ports—this being at least $3 a ton below the market price—came about in this way: "It seemes that the Lakawanna Iron & Coal Company, being short of winter work, was very anxious for the order, and sent to Canada several times to see the Canadian Pacific people, who, seeing the seller's anxiety, played off very cleverly. The day before the contract was to be finally awarded the Lackawanna Iron & Coal Company sent its agent to Montreal again, and on the train, also in a Montreal sleeping-car, happened to be W. W. Scranton, and Walter Scranton, of the Scranton Steel Company, on their way to St. Albans, Vt., to attend a wedding. The iron company's agent, seeing the two Scrantons, at once concluded that they were also on their way to Montreal for the Canada Pacific order, and in great haste wired his principals, who im. mediately, to get the order secure, lowered their price $1.50 per ton, and of course got the order, as no other American mill put in any bid. The Montreal papers report the managers of the Canada Pacific as saying that the Lackawanna's bid was $2 lower than that of the English mills and that they would give them the price, if necessary, so that the needless alarm of the iron company at seeing their young rivals on their innocent way north caused them to throw away from $15,000 to $20,000. It is believed that the iron company will lose heavily on the contract."

It will be remembered that the sale of rails above referred to was the subject of long articles in he Government papers which endeavored to show that the American protective system was undermining the steel rail business of Great Britain and diverting it to the United States. We think it was the St. John *Sun* that first made the wise discovery in New Brunswick, although the Moncton *Ti* rather "hankered" for the doubtful honor.

Small Lumber Operations.

The coming winter is likely to be the dullest in the lumber trade which this district (Western Ontario) has yet seen. There have been very few sales of lumber this summer and all the mills are overstocked in consequence. The Parry Sound Lumber Company's mill here has been closed down, possibly for the season, and unless shipments are made immediately the Conger Lumber Company's mill will have to shut down for want of piling room. The mills at Byng Inlet, belonging to the Georgian Bay Consolidated Lumber Company, are also to be closed down for the season shortly. The upper mill is expected to run about three or four weeks and the lower mill is to run only about two weeks and, it is said, will be closed down the whole of next summer. All the different lumber companies are going to largely reduce their winter operations in the woods and the cut of logs this winter will not be one half as large as that of the former seasons. Altogether the outlook in the lumber trade in these districts is anything but promising.—*North Star.*

A GREAT LUMBER FIRE.—A London despatch of Friday last says—"Sheppheard's extensive lumber and timber yard, at Hammersmith, was destroyed by fire to day. A pile of lumber 100 feet high, caught fire at midnight and is still burning this afternoon. A barge laden with lumber was burned. Twenty engines are at work trying to prevent the spreading of the conflagration."

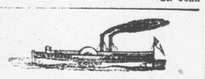
LITTELL'S LIVING AGE.—The numbers of *The Living Age* for Nov. 1st and 8th contain, Daily Life in a Modern Monastery, *Nineteenth Century;* Mechanical Modes of Worship, Goethe, and On Flying and Balloon steering, *Contemporary;* Is England a Great European Power? and Bernal Osborne, *Fortnightly;* Mark Pattison, *Macmillan;* Gloves, *Month;* Hibernicisms, Langdale Linen, Life in Texas, and Mr. Lowell on the Coming King, *Spectator;* German Tramps, *Saturday Review;* The First Balloon Ascent in England, *Pall Mall;* The Connection between Chinese Music, Weights and Measures, *Nature;* The Solar Corona, *Times;* Essential Oils, *Standard;* Laou-tazе and the Taou-teh King, *Progress;* with the conclusion of "Michelhurst Place," instalments of "Beauty and the Beast;" and "At any Cost," and poetry.

For fifty-two numbers of sixty-four large pages each (or more than 3,300 pages a year) the subscription price ($8) is low; while for $10.50 the publishers offer to send any one of the American $4-00 monthlies or weeklies with *The Living Age* for a year, both postpaid. Littell & Co., Boston, are the publishers.

New Advertisements.

FLOUR.

LANDING THIS DAY:
VICTORIA STAR,
PEOPLE'S,
OLIVE BRANCH,
ALSO:—Lard, and Barrels & Half-Barrels Tilsoanburg Oat-Meal.
LOWEST PRICES WHOLESALE.
Jeremiah Harrison & Co., St. John



1884 AND 1885.
International S. S. Com'y
Winter Arrangement.
2 TRIPS A WEEK.
ON AND AFTER MONDAY, Nov. 3rd. and until further notice, the steamers of this line will make two trips a week leaving St. John every
MONDAY AND THURSDAY MORNING, AT 8 O'CLOCK.
for EASTPORT, PORTLAND and BOSTON, connecting at Eastport with steamer "Charles Houghton," for ST. ANDREWS, CALAIS and ST. STEPHEN.
Returning—Will leave Boston same days, at 8 o'lock, and Portland at 6 o'clock p. m. for Eastport and St. John
Through tickets can be procured at this office and at H. Chubb & Co's, to all points of Canada and the United States.
☞No claims for allowance after goods leave he Warehouse.
☞Freight received Wednesday and Saturday only, up to 5 o'clock, p. m.
H. W. CHISHOLM, Agent.
Reed's Point Wharf, St. John, N. B.
April 29th, 1884.

SOMETHING NEW
Royal Bird Food, composed of Canary, Hemp, Maw and Millet Seeds, with Ground Cuttlefish Bone,
Recommended by bird-raisers to be the best article of food for canaries. In one pound packages at 15c. per package.
—ALSO—
BIRD GRAVEL.
a real boon to birds and a long felt want supplied.
Our Fresh Cod Liver Oil and Emulsions have arrived.
THE MEDICAL HALL.
J. D. B. F. MACKENZIE.
Chatham, N. B., Nov. 18th, 1884.

Nov: 10.
HAND PICKED BEANS
CORN MEAL.
LANDING TO-DAY.
Another Car Choice Canadian Beans.
125 Barrels Corn Meal.
Lowest Prices Wholesale.
JEREMIAH HARRISON & Co.
ST. JOHN

GENERAL BUSINESS.

BONA FIDE SALE!

SPECIAL SALE.
—OF—
OVER $8,000.00 WORTH OF
DRY GOODS, FURNITURE & ROOM PAPER.

Having decided to make extensive alterations to my store, and rather than pack goods away while these changes are going on, I will clear out my superior stock at prices that cannot fail to attract customers. I wish it understood that this is a

GENUINE CHEAP SALE,

and I guarantee to sell the goods at prices quoted below,

FOR CASH ONLY!

CARPETS, &c.

Hemp Carpets,	15c.,	20c., 15c., 25c., 30c.,	former prices	20c., 30c. & 40c.
Union "	60c.,	75c.,	"	80c., 90c.
Wool "	90c.,		"	$1.10.
Tapestry "	42½c.,	to 75c.,	"	55c. to 90c.
Tapestry Door Mats,	50c,	to 65c.,	"	65c. to 80c.
Velvet Pile Mats, $1.00 each,			"	$1.35 each.

Wool Mats, Beam Mats, Cocoa Mats, all reduced. All remnants of carpets at very low prices. Crimson, Green and Bronze Curtain Repps and Damasks very cheap.

Dress Goods Department.

Colored Cashmeres at 29c.,			former price	35c.
" " at 43c.,			"	55c.
Black " at 35c. to 65c.,			"	former price 45c. to 85c.
Colored Dress Goods from 11½c.		to 43c.	"	14c. to 55c.

Black Lustres, Coburgs, Persian Cords, etc., VERY, VERY CHEAP.
Dress Winceys from 4c. to 14c.

Cloth Department.

Canadian Homespuns	45c. and 48c.,	former price	50c. and 55c.
" Tweeds, (all wool),	55c.	"	65c.
" " "	62c.	"	75c.
" " "	75c.	"	90c.
Melton Cloths,	52½c.	"	65c.
Ulster Cloths,	65c.	"	75c.
"	85c.	"	$1.10.
"	$1.10,	"	1.35.
"	1.60,	"	1,85.

Mantles and Ulsters

Ulsters for $1.65, former prices $2.00. All Ulsters reduced in like proportion. Jackets $2.00, former price $2.50. All Jackets reduced in like proportions.

Linen Department

54 inch Table Linen 21c. and 25c., former prices 25c. and 30c.; better qualities all reduced. Towels from 6c. each. Call in and see my half dezen lots of Towels. Napkins, etc. Table Cloths and covers reduced in price.

Cotton, Ducks, Cotton Flannels, &c.

White cottons from 6¾c. Grey Cottons from 4c.

SUNDRIES.

Cotton Flannels from 8½c. All Wool Scarlet Flannels from 17½c. Grey Flannels from 25c. Navy Flannels from 27½c. Rock Maple