POOR COPY

"August Flower"

Dyspepsia. There is a gentleman at Malden-on-the-Hudson, N. Y., named Captain A. G. Pareis, who has written us a letter in which it is evident that he has made up his mind concerning some things, and this is what he says:

"I have used your preparation called August Flower in my family for seven or eight years. It is constantly in my house, and we consider it the best remedy for Indigestion, and Constipation we

Indigestion. have ever used or known. My wife is troubled with Dyspepsia, and at times suffers very much after eating. The August Flower, however, relieves the difficulty. My wife frequently says to me when I am going to town, 'We are out

Constipation of August Flower, and I think you had better get another bottle.' I am also troubled with Indigestion, and whenever I am, I take one or two teaspoonfuls before eating, for a day or two, and all trouble is removed."

DR. JAMES' NERVE BEANS. NERVE BEANS are a new discovery that relieve and cure the worst cases of Nervous Debility, Lost Vigor and Failing Manhood; restores the weakness of body or mind caused by overwork, or the errors and excesses of youth. This Remedy absolutely cures the most obstinate cases when all other TREATMENTS have failed even to relieve. They do not, like other preparations advertised for Lost Manhood, etc., interfere with digestion; but impart new life, strength and energy in a quick and harmless manner peculiar to themselves.

Sold by druggists at $1.00 a package, or six for 5.00, or sent by mail on receipt of price. Address The James Medicine CO. Canadian Agency, St. John, N. B.

Write for pamphlet. Sold in Chatham by J. D. B. F. MACKENZIE.

PAST ALL PRECEDENT! OVER TWO MILLIONS DISTRIBUTED

LSL

Louisiana State Lottery Company.

Incorporated by the Legislature for Educational and Charitable purposes, and its franchise made a part of the present State constitution, in 1879, by an overwhelming popular vote.

Its GRAND EXTRAORDINARY DRWINGS take place Semi-Annually, (June and December,) and its GRAND SINGLE NUMBER DRAWINGS take place in each of the other ten months of the year, and are all drawn in public, at the Academy of Music, New Orleans, La.

FAMED FOR TWENTY YEARS FOR INTEGRITY OF ITS DRAWINGS AND PROMPT PAYMENT OF PRIZES.

Attested as follows:

"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorise the company to use this certificate, with facsimiles of our signatures attached, in its advertisements."

G. T. Beauregard
J. A. Early
Commissioners.

We the undersigned Banks and Bankers will pay all Prizes drawn in The Louisiana State Lotteries which may be presented at our counters.

R. M. Walmsley, Pres. Louisiana Nat. Bk.
Pierre Lanaux, Pres. State Nat'l Bank.
A. Baldwin, Pres. New Orleans Nat'l Bk.
Carl Kohn, Pres. Union National Bank.

MAMMOTH DRAWING

At the Academy of Music, New Orleans, Tuesday, June 14, 1892.

Capital Prize, $600,000.

LIST OF PRIZES

1 PRIZE OF	600,000 is	600,000
1 PRIZE OF	200 000 is	200,000
1 PRIZE OF	100,000 is	100,000
1 PRIZE OF	50,000 are	50,000
2 PRIZE OF	20,000 are	40,000
5 PRIZES OF	10,000 are	50,000
10 PRIZES OF	5,000 are	50,000
25 PRIZES OF	2,000 are	50,000
100 PRIZES OF	800 are	80,000
200 PRIZES OF	600 are	120,000
500 PRIZES OF	400 are	200 000
APPROXIMATION PRIZES.		
100 Prizes of	$1,000 are	$100,000
100 do	800 are	80,000
100 do	400 are	40,000
TWO NUMBER TERMINALS.		
1,998 do	200 are	$399,600
3,144 Prizes, amounting to		$2,159,600

PRICE OF TICKETS.

Whole Tickets at $40; Halves $20; Quarters $10; Eighths $5; Twentieths $2 Fortieths $1.

Club Rates, 55 Fractional Tickets at $1, for $50.

SPECIAL RATES TO AGENTS.
AGENTS WANTED EVERYWHERE.

IMPORTANT.

SEND MONEY BY EXPRESS AT OUR EXPENSE IN SUMS NOT LESS THAN FIVE DOLLARS, on which we will pay all charges, and we prepay Express Charges on Tickets and Lists of Prizes forwarded to correspondents.

Address PAUL CONRAD, New Orleans, La.

Give full address and make signature plain.

Congress having lately passed laws prohibiting the use of the mails to all Lotteries, we use the Express Companies in answering correspondents and sending Lists of Prizes

The official Lists of Prizes will be sent on application to all Local Agents, after every drawing in any quantity, by Express, FREE OF COST

ATTENTION.—The present charter of The Louisiana State Lottery Company which is part of the Constitution of the State, and by decision of the Supreme court of U. S. is an inviolable contract between the State and the Lottery Company will remain in force until 1895.

There are so many inferior and dishonest schemes on the market for the sale of which vendors receive enormous commissions, that buyers must see to it, and protect themselves by insisting on having LOUISIANA STATE LOTTERY TICKETS and none others, if they want the advertised chance for a prize.

Northumberland Agricultural Society has placed the Percheron horse, Zephyr, purchased by it from the New Brunswick government, under the sole control and management of Mr. Geo. P. Searle.

Said horse will make the season in charge of Mr. James Conway, groom, in Chatham, Newcastle, Derby, Southesk, Blackville, and Nelson parishes.

He will be at Mr. Stothart's, near the Chatham Ferry, every Monday morning and remain at Mr. Wm. Vye's, Upper Newcastle Monday nights—going alternate weeks up the Northwest and Southwest Miramichi rivers, and being at Mr. George P. Searle's farm, Chatham, every Saturday.

TERMS:—For season, with foal, $8; no foal, half price.

Following is Zephyr's certificate of registry:—

[Translation.]

SOCIETY OF THE AGRICULTURISTS OF FRANCE, AVENUE DE L'OPERA 21, PARIS.

The Stud Book Commission for horses of France, certify that after careful examination and verification they have admitted to their registers this 15th Sept., 1889, the French Percheron horse ZEPHYR, foaled in 1882, sired by Bayard, dam Julie, color iron grey with white spot on forehead, bred by Monsieur O. Perier, said Zephyr's number in the stud book being 373. Conditions of admission to this register are that sire and dam shall be pure blooded French bred horses.

Signed by the President of the Commission,
EUG. GUYOT.

THIS CERTIFIES that the above registered horse has been sold to D. McLellan.

G. PERIER.

Miramichi Advance.

CHATHAM, N. B., - - - MAY 19, 1892.

Northumberland in the Commons.

It will be noted that Hon. M. Adams, the parliamentary representative of Northumberland at Ottawa, has spoken very plainly in the House of Commons on the subject of the purchase by the Government of the Harris property at St. John on the ground that it is needed for additional Intercolonial Railway accommodation. Apart from the fact that the lessening business of the Government railway at St. John and elsewhere, is inconsistent with the acquirement of increased accommodation, and the claim that if enlarged facilities for business are needed, they should be provided along the harbor front, rather than in the near vicinity of the old station, it is apparent, from all the evidence available, that $200,000—the sum at which this property was bought—is an excessive price. This justifies honest and independent opposition to the purchase. We assume, however, that Mr. Adams' protest in the matter was the expression of his opinion not only in reference to this particular manifestation of government favor to friends, at a very considerable expense to the public, but also a protest against the indifference of the ministry to equitable claims upon their consideration in connection with long-neglected matters in and affecting his own and other constituencies. If this be true, then Mr. Adams has exercised the functions of a representative in a commendable spirit, and while his action in the matter may have caused the sensation which a portion of the press alleges it did, the fact that it is looked upon as unusual only illustrates what we have so often stated, viz., that partyism has paralysed the legitimate functions of our parliamentary representatives and made them the subjects of ministers, instead of the responsible representatives of a free people, whose servants the ministers are. If Mr. Adams' example will only tend to put more back-bone into other well-intentioned government supporters, the effect must be beneficial, not only in securing a more even and equitable distribution of government attention to the needs of the country, and a shaking off of the leech and parasite elements which are sapping the party's strength, but, in the end, give new and more healthy life to the Government, which must otherwise fall because of the rottenness on the one hand and inertia on the other, of many of its present supports. The Government will do well to realise that there are many Adamses amongst its adherents, who would speak quite as plainly and independently as our representative has done if they only had his pluck and indifference to the lash of the party whip.

While we are, thus, entirely in accord with our representative in reference to the principle and motives by which he seems to have been prompted, we cannot approve of either the spirit or matter of his allusions to the city of St. John. The people of that city do not appear to approve of the Harris land purchase, any more than does Mr. Adams himself; and while they made some unreasonable claims, some months since, for fast ocean mail service, their demands for improved ocean shipping facilities in connection with the Intercolonial have been and are entirely reasonable, and they do not deserve to be stigmatized as "a city of beggars." It is, unfortunately, true that the policy of the Dominion Government tends to deprive almost all places in the maritime provinces, save Halifax and Moncton, of their legitimate share of federal expenditures, in order that the interests of the west may be promoted and that section of the country developed, and if St. John—through its parliamentary representatives, leading citizens and commercial organizations—clamors for justice in these matters, it is acting within its right and demanding only that to which it is fairly entitled. There is a great difference between giving to St. John what her Board of Trade and leading business men demand, and the purchase of the Harris property, and it seems a pity that Mr. Adams, in opposing the latter, thought it necessary to say unkind and unjust things against the chief commercial centre of a province whose representatives at Ottawa should present a united front in demanding justice in the distribution of the federal money available for public works and the promotion of the interests of different sections of the country.

Hon. Mr. Mitchell and the Governorship.

The Toronto Mail, which is not friendly to the present Dominion Government, recently took up the claims of Hon. Peter Mitchell to the governorship of New Brunswick and urged them on the very proper grounds of meritorious public service. The ADVANCE is of those who believe that important matters of this kind should be approached in a candid and judicial manner; for a governorship, while it may not require the incessant attention and laborious application to duty which an efficient departmental minister must exercise, is a position even more exacting in its demands for the all-round qualities of the statesman and diplomat, coupled with moral and social requirements which are or ought to be a sine qua non. These conditions being met in the individual of whom it is proposed to make a governor, it is also necessary, in a country like Canada, where government by party is a part of the lex non scripta of the constitution, that he should, in addition to his political, moral and social equipment, enter the lists against claimants with similar outfit, having his quiver as full as possible of arrows in the form of claims upon the dominant party. It goes without saying, of course, that a prime requirement, when a name is presented for any office, is that there should be a vacancy therein; and, when there are many eligible and deserving men who are not afraid to push their claims for public preferment, there should be some guarantee that the bestowal, when made, will be accepted. The discussion of all these points in the case of Mr. Mitchell or any other gentleman who may be suggested as the successor of Sir Leonard Tilley, is not to be expected of any newspaper, yet as they must be considered by the appointing power, it is reasonable that they should be more or less in the minds of the public, who read what the press chooses to publish on the subject.

The Mail's article, which we reproduce in another column, contains a very friendly sketch of Mr. Mitchell's political record, which is not, in some respects, such as that gentleman himself presents it, for there is nothing that he more vehemently repudiates than the taint of a suspicion that he was ever a conservative, while it is also well known that nothing could be more repugnant to his feelings, or to what he desires his political associates to believe of him, than that he would do anything to deserve any party favor at the conservatives' hands. The fact that the Mail makes the point that Mr. Mitchell "is not an applicant for this or any other position" and that it is asked for him in recognition of what he did in confederation times, indicates that if the governship should be offered to him he will require that it be laid, as an act of homage, at his feet on account of his distinguished public services alone. This seems to be an impracticable proposition, for, as we have indicated, offices in the gift of the Government, in Canada, are not usually bestowed in that way, and none know it better than Mr. Mitchell and his opposition friends who are pushing his claims.

Then, an examination of Mr. Mitchell's alleged position as the solitary representative of the unrewarded fathers of confederation, will weaken it somewhat. Those familiar with the events of a quarter of a century ago will remember that he received the highest reward the country could bestow upon him, viz:—a position in the privy council of Canada, while he was also made a senator. He was, thus, honored above many of his fellow-delegates. He held the position of Minister of Marine and Fisheries for more than six years, and would, doubtless, have returned to it, had he not abandoned his old leader, under the impression that he himself possessed the qualities and following which justified him in attempting to form a third party which, while like Euclid's definition of a point, possessed position, without magnitude, and compensated for its lack of the element of quantity by the virulence of its antagonism to the circle of which it was so recently a part.

It is not the fault of either party that Mr. Mitchell threw away his opportunities for great usefulness to the country by differing from both and being, for years, recognised as the most impracticable man of prominence in Canadian politics; nor—however strong may be the wish of his friends to make a governor of him—ought they to forget that when he did return to party allegiance it was not by the path of recantation of his third party heresy, but in the role of a blue-blooded liberal and a more-than-ever uncompromising opponent of the party he had deserted, and at whose hands it is now claimed he should receive a high office, for which they say he does not ask.

Another point which tells against Mr. Mitchell, as a candidate for the governorship of New Brunswick, is the fact that he has been a resident of either Ontario or Quebec for twenty-five years. It is true that he was, for the greater part of that time, a representative of a New Brunswick constituency, but it is also true that his rejection at the polls in this county in 1891 was as much because he was a non-resident as on account of the impracticability of the party trade policy of which he was the advocate. While he is still regarded with a very friendly feeling by the older men of the province, who knew him before he left us for the wider field of the larger business and political centres of the Dominion, the present-day politicians of New Brunswick feel that as they have to do all the work of the province in their line, there is no need to go to Montreal or elsewhere beyond our borders for gentlemen to fill our public offices of any grade.

We are all glad to learn from the Mail that Mr. Mitchell "still retains the strength and vigor of his prime," and we admit that he has claims upon the country, but his friends, amongst whom he has lived for the last quarter of a century, should find the reward they demand for him nearer home. They have worked confederation to their own advantage in almost everything, but we feel like drawing the line over which they must not encroach at our public offices, from the governorship downwards. When the liberals were in power and New Brunswick offices under federal control became vacant, there was no difficulty experienced in finding liberals resident in the province to fill them, and we fail to remember any applications by individual conservatives, or recommendations by the press on that side for them. Why, then, should it be thought that present conditions are favorable to a different line of policy? We can find no reason for it, and are, therefore, driven to the conclusion that the proposition to make Mr. Mitchell governor of New Brunswick is but a vagrant offshoot of third party seed sown by the wayside, and seasonable only because it is spring-time, and that it is fated to fade and wither, like all untimely plants that lack the elements of proper soil, atmosphere and light, which are essential to give them life and growth.

TOO BAD:—Mr. Harry McKeown, M. P. P., who appears to have no fixed political opinions, and is ready to join any organization that gives promise of yielding him votes, or opportunity to make speeches, is not the first sample of his class that New Brunswick has had. The fact that he placed himself in a position to be expelled from a party organization which he joined in St. John, because he took the stump in another county against that party's candidate, is accounted for by his entire innocence of political convictions or sense of responsibility for political professions. While he does not merit the vulgar epithet of "ass" applied to him by the Moncton Times, we hope he will soon sow his political "wild oats" and arrive—politically—at the years of discretion, for he has sufficient natural ability to secure a better place than he occupies in the opinion of those who are hopefully watching the course of our coming public men.

(For the Advance.)

Practical Poultry Raising.

BY T. A. WILLITS, WESTON, ONT.

[*Continued.*]

"The annual value of the poultry and "eggs consumed per capita under such "conditions, and at these prices for sub-"sistence, is $6 44 per adult.

"Bearing in mind the relatively large "consumption of the product of the hen-"yards in the South, and perhaps in the "West, this may be considered at least an "average standard. Our present popula-"tion of about sixty-five millions, count-"ing two children of ten years or under "equal to one adult, has the consuming "power of sixty million adults; at $6.44 "each the consumption of poultry and "eggs, in round figures, may therefore "come to $386,000,000 per annum. At "the present time this sum is equal to "about three times the annual value of "the product of pig iron, four to five "times the annual value of the wool clip, "six to seven times the value of the en-"tire product of all our silver mines, and "about equal to the value of the cotton "crop. But we depend for a part of our "supply of eggs on the hens of Canada, "Denmark and Holland.

"Whether this standard of the con-"sumption of poultry and eggs is a fair "one, each reader may judge for himself.

"The value of the egg product only of "Ohio, computed from the product ac-"cording to the data collected by the as-"sessors of each town and city, is greater "than the value of the wool of Ohio."

Mr. I. K. Felch in his excellent work "Poultry Culture" in estimating the consumption of eggs says, if each person in the United States were to eat one egg, there would be $1,000,000 worth consumed at average prices; and if each person were to eat an egg each day for a year, the consumption of that one article of food would amount in the aggregate to $365,000,000. But some "doubting Thomas" will say that there are thousands of our people who do not eat an egg each day. Granting this to be true, we must face the fact that many other thousands eat from two to four daily, and that eggs enter very largely into the composition of many articles of food which we consume each day, such as cakes, pies, salads, coffee, custards and puddings.

Applying the same figures to Canada, and estimating our population at five millions, and eggs at an average price of 20c. per dozen; if each person in Canada were to eat an egg to-day, there would be 416,666 dozen eggs consumed representing an aggregate value of $83,333

Then if each person in Canada were to eat an egg per day for a year, the consumption would amount to the enormous sum of $3,041,666.

It is the opinion of the largest dealers in table poultry and eggs in New York and Boston, that a constant supply of first-class goods, had a tendency to constantly increase the demand, so that the probability of over-stocking the market is very remote. Mr. James Rankin who is probably the largest breeder of market ducks in America, says that years ago when he first went into the business, he had to go into Boston, and almost worry the dealers to buy his ducks, but to-day with a stock of twelve hundred breeding birds, he finds it difficult to fill his orders. Other large producers bear similar testimony to the demand for choice goods; and commission merchants find no difficulty in placing all that is offered at good prices; but there is no room for poor goods, and no money in it for anybody who handles such stuff; in Canada at the present time there is unfortunately very little else to be had, hence the low prices of dressed poultry.

Go on the markets of Toronto and Montreal at this season of the year, and you find little else but a lot of miserable scrub hens, from one to five years old, the refuse of poultry yards all over the land, too old many of them to lay, and others after laying all winter are sent to market because they are now broody and have ceased to lay; verily these are toothsome birds (!) for an epicure.

(*To be Continued.*)

The British Wood Market.

[London Timber Trades Journal, May 7th.]

"The import season may now be said to have commenced, the first Swedish cargo, the *Rosenborg*, having been docked on Thursday, and it will not be long before the first-open water fleet is here. Early buyers will doubtless wish the goods, or, at least, the unsold portion of them, were coming to a better market, but the demand is everywhere of the quietest possible nature, and the tone of the saleroom at Messrs. Foy, Morgan, & Co's. sale on Wednesday and Thursday was weak. The attendance was fairly good, but there were very few country buyers present, consequently the bidding was quite in keeping with the present state of the market, and an utter want of briskness pervaded the room. The prices of Canadian goods, owing to the great shortage in the stocks, kept firm but flooring and matching were weak, and the Baltic goods remained stationary; no trace of improvement was noticeable. Pitch pine timber appeared to go low; there was a large quantity submitted, but the sizes were mostly under the average. The account of the stock at the Surrey Commercial Docks on April 30.h shows figures approximating much more nearly to those of the same month last year than has been the case at any previous period of this year, the decrease of 24,500 standards with which the year started having now been reduced to about 4,000 standards. These figures clearly point to the reduced consumption going on during the first four months of the year, and which the weekly deliveries furnished by the dock companies still indicates. Some f. o. b. business has been done, and transactions are reported which show an inclination on the part of shippers to meet the views of importers either in prices, or in a return to the old terms of credit, or, with its equivalent to it, the allowing of two months' discount for cash. The hardwood market is practically without alteration, but the market will be well tested next week, when there will be three public auctions of mahogany.

"We stated in plain language at the beginning of the year that we did not anticipate a good trade this year, and our expectations, we are sorry to say, have been verified to the very letter. Business is naturally a trifle better than it was a month ago. This is always the case, and has nothing unusual about it. But what does the improvement amount to? The actual business done is not half what it should be, and on every side we hear reports of stagnation. If the market is running short of the better class wood, we may be sure of getting plenty of the commoner kinds, and it is hardly conceivable that producers will limit their output for the sake of regulating the prices on this side. Importers do not want the stocks of former years on account of the slackened demand, so that shippers will be cutting their throats both ways.

"Canadian freights are up again, steamship owners are now holding back for grain charters, and things are a little bit stiffer.

LIVERPOOL.

"The statistics we give show how quiet business has been during the past month. That such a state of matters should prevail cannot afford surprise to anyone conversant with the disturbed condition of the labour market. Whilst such a widespread antagonism prevails between employees and employers in all the great manufacturing and mining districts of this neighbourhood, we cannot expect to find the timber trade in a healthy or sound condition.

HULL.

"The timber trade here is still characterised by marked dulness, the orders received, although plentiful, being for small quantities, all urgently wanted, and all pointing to the fact that inland buyers are still acting with the utmost caution, only purchasing for their immediate requirements.

CARDIFF.

"Everything is very quiet in the general timber trade, and there is scarcely any local consumption going on. If labor matters should become settled shortly, the better classes of red deals and battens, which have run down to slender stocks, would meet a ready sale on arrival, but the chances of such a settlement just now appear very remote.

BRISTOL.

"The timber trade here keeps pace with the weather, and is dull and miserable. I see that the Cardiff men are on strike, and now the same game is going on at a small town like Taunton.

DUBLIN.

"Business is still quiet in this market, but better trade is expected in a few weeks, and it is hoped that things will then be pretty brisk."

Parliament.

The feature of last week's parliamentary proceedings was the resolute stand taken by Hon. M. Adams, member for Northumberland against what is known as the Harris land purchase in St. John. The matter came up in supply on Friday and Mr. Adams' speech is extensively commented upon by the leading independent and Liberal papers of the country, while the government organs preserve a most singular silence in reference to it. The Montreal Star says:—

"Last year Parliament voted $80,000 for the St. John land purchase, and this, with the $121,000 now being asked, brings up the price to the full two hundred thousand, which Mr. Davies says was valued by the former owner at $93,000.

"The Hon. M. Adams, of Northumberland, N. B., was the principal figure at the evening sitting. He made a vigorous kick against the Intercolonial Railway policy of the Government. Mr. Adams, it will be remembered, is the gentleman who defeated the Hon. Peter Mitchell. Perhaps there is something in the air of that county, which naturally tends to develop a kicker. His predecessor was one before him and last night Mr. Adams showed that he possessed that estimable quality of a large degree. He sits well toward the Government benches and it is an episode when a member from that side rises and tells the Government that its policy is unjustifiable. Mr. Adams did that last night. His independence was certainly refreshing.

"When the evening sitting opened Mr. Davies continued the discussion on the purchase of the St. John property. Mr. Temple and Mr. McLeod followed, justifying the transaction. Then came Mr. Adams. He is a peculiar speaker with a most effective style, full of dramatic power. He begins in a low voice and then it swells to full notes and he rings out his sentences with his outstretched arm all of a tremble as if electrified with the vehemence of his own eloquence.

It is interesting to note that while the papers on the government side suppress Mr. Adams' remarks, those on the opposition side report much of what he said and also some things which he did not say. We prefer the fair and honest course which is to reproduce the report of the Commons Hansard stenographers, which is correct. It is as follows:—

Mr. Adams. The representative of the City of St. John (Mr. McLeod) has not touched the question before this committee, and that question is simply, whether that valuation is correct or not. I am quite clear that this property has been purchased for three times its value beyond all question, and all the statements made by my friend from the City of St. John (Mr. McLeod) cannot carry any person away from the truthfulness of the sale, or the valuation of the property as shown on the assessment role. The role proves that this property is equal to about $80,000 in the city of St. John, and yet it has been sold for $200,000, or $120,000 in excess of the vote of last session. It is all very well to-night for hon. gentlemen to talk in reference to the city of St. John, and the reasons which have moved members of this Parliament to pass a vote, but, Mr. Chairman, let us come down to the plain matter of fact of it. I have listened to the statements made by the Minister of Railways in this House as to the reasons which guided him to economy in the administration of the Intercolonial Railway. I listened to him with pleasure, because I thought to myself that we had a gentleman who nowadays was going to work the railway on pure matter of fact, business principle. Well, if the labourer can be deprived of his ten or twelve hours a day hard work, if dismissals of employes should occur every day, if the rates of freight can be increased, if work cannot be given to the toiler and to the bread-earner, and if all this is done for the purpose of economy, and for the purpose of securing a system by which no deficit shall occur at the end of the fiscal year; will you, Mr. Chairman, tell me why we are justified in paying out $200,000 in the city of St. John for a property that is only worth $80,000? Add to this the memorial which was sent to the Government the other day from this city of beggars by the sea, as I call it, for a grain elevator. They are every day sending memorials to the Government, and now they want $120,000 more from the taxpayers of the country in order to satisfy the ambition of the citizens of St. John who are too indolent to do anything for themselves. They demanded the construction of the Canadian Pacific Railway to their doors, knowing the results that would follow as well as I did. They knew that it would be a competitive line against our great national highway which formed part of the compact under which we entered the Union; yet they demanded it, thus diverting traffic from our great national highway to the line of the Canadian Pacific Railway. Now, Sir, it is no use mincing this matter. I am not here simply because I am a Conservative, believing in and admiring the policy of the Conservative party. I do not suppose there is a man who more fully believes in the Conservative party and its policy than I do. But if I have to vote in favor of a grant of $200,000 for the purchase of the Harris property in St. John, then I want to go back to my people and tender to them my resignation, saying to them: I cannot any longer represent you in an honest way, and you must select some other man to carry out your ideas. I must do that before I can justify such a vote as my friends are trying to justify to-night. I know the city of St. John as well as my friend.

Mr. McLeod. No, you don't.

Mr. Adams. I do. Time and again I have helped to elect you, and you cannot win an election on the policy you are pursuing to-night. You are to-night committing a public crime against the people of our province. You are attempting to force an opinion upon this legislature which is not true. There is no principle upon which it can be justified. You cannot produce any evidence to justify this legislature voting $200,000 for the purchase of this property. My hon. friend knows it; he is acquainted with all the facts; he has all the evidence around him, and I can appeal to the evidence. If I go to the Ministers on my bended knees and present an honest claim on behalf of my county, I am told, We desire to exercise economy at present, and I agree to that. Well, if that be the answer to me, then I say to my hon. friend here: Do not ask the government to vote $200,000 for the purchase of property which is not required, which no practical man, from the chief engineer of the Government down to any workman on the railway, will say is required for the convenience of the railway or the public. For these reasons, I am constrained, if I have to vote alone to-night, to vote against the resolution for appropriating $120,000 for this purpose.

After several other members had spoken Mr. Adams again rose and spoke as follows:

Mr. Adams. I am reminded that I voted for a grant of $80,000 for the purchase of this property last year. I wish to say that I did vote for it, and I clearly understood that vote; but I never understood by any means that $120,000 was to be added. The argument presented to the House is this, that the Minister of Railways, for reasons of his own, from certain memorials given and certain testimony taken in a peculiar way, arrived at the value of this piece of real estate. It is a peculiar idea to submit to this Parliament, that the testimony of certain men shall be accepted as to its value, and an approximate amount shall be given, instead of following out the law. If I go to the Government to ask for the adjustment of the claim of a poor man, I am told we have expropriated the land under the law, and the proper place for you to go is the Exchequer Court; fight out your battle there. But to-night they have the most ingenious method of determining the value of property taken for public uses that ever was heard of in this Parliament of Canada. What does my hon. friend the Minister of Militia say? He says that the property may be found to be required by virtue of his examination. Suppose the property were required by the railway; suppose the very essence of intelligence governed the department; suppose the public utility demanded the property for the accommodation of the people; do you mean to tell me that that puts the value upon the land? Is that the way the Minister of Railways sits down to ascertain its value? I rather assume that he possesses some knowledge of public works; I rather assume, by virtue of the position he holds, and by virtue of the completeness of every detail of his department, that no transfer or title shall be given by a private individual to the Crown, unless it is thoroughly examined. The very essence of the position is as to the practical or merchantable worth of a piece of property which the Crown intends to have. The Crown is only an individual after all. It is only a trustee for me and for every one else who lives in the country; and it has no more right to pay out $200,000 than I would have as a trustee for a private estate. The Government must stand at the bar of public opinion to answer for their action. The very price paid for this land stamps it as such that no man in the Dominion, be he a Minister or be he a citizen, can justify voting $200,000 for the purpose. No Conservative, no Liberal, no Grit or Tory, can justify it. The meanest Tory that sits here to-night cannot put his hand and state that the $200,000 paid for this land is an equitable price, by reason of common sense, prudence or justice. It stands unparalleled in the history of purchases under any Government. There can be no possible reason submitted in the presence of Parliament or in the presence of a great people, or in the presence of any railway man in this country, to justify it. The men who labor day in and day out, the bread-winners of the land, the toilers, those who have to work from five to seven, you meanly put on bread and water; practically, when they ask you for bread you give them stones; you are crowding them out of the country now; on the bulletin board from north to south, and from east to west, you issue your proclamation, as the old saying was in Ireland, "to hell or to Connaught." The laborer cannot get his pay from the Government, because it was stated the other night by the brilliant young orator from the City of St. John, that the agent of the Intercolonial Railway in that city handled $200,000 a year, and received $60 per month, of which $23 was paid by the Canadian Pacific Railway Company. The Intercolonial Railway is managed in such a way that its officials have to be starved unless they can make up for their insufficient salaries by earning private commissions. Is that why my young friend the orator of the City of St. John advocates this vote to-night? The fact is, this sale is wrong. No Government should ever have submitted to this Parliament a vote for $120,000 in addition to the $80,000 which was taken last year. Let the railway be managed on business principles, and do not let the Canadian Pacific Railway Company issue their show cards and affix them to every public post throughout the country from Halifax to Point Levis, paying their commissions to men who are the paid servants of the Government of the country. Every man you have to-day in your employ from Halifax to Point Levis is advertised by the Canadian Pacific Railway Company as the agent of the Pacific Railway, and not the agent of our national highway. Is that the way to run your road? No wonder the Ontario men abuse us in this Parliament. No wonder I hear words dropping from their tongues which scorch and bite and make me angry when I hear them hurled at the Maritime Provinces. It is not the fault of the Maritime Provinces or the railroad; it is the mismanagement of the railroad from end to end which has caused the deficit, and it is no panacea to abuse the officials. The officials have nothing to do with the matter. Let us get down to plain business principles. If this were done I would guarantee that you would not pay $200,000 for this property in the city of St. John. Let any man in this House to-night read the report of the Pacific Railway Company. Look at the great octopus of Canada, and what do you find? You find them with a surplus of $4,000,000 in the hollow of their hand; and yet we are paying out money for the support of a railway which can pay every day it runs if only properly run, and all the result we have to show is a heavy deficit. I submit that is an answer to my hon. friend.

Mr. Bowell. It is no answer at all.

Mr. Adams. I do not think the statement the hon. Minister of Militia made requires any answer, because it has not even the merit of plausibility, and I submit with much deference that the hon. gentleman is much superior to me so far as that is concerned. I submit that there is no ground whatever for our voting, to-night, this $120,000.

After some further discussion the vote passed.

The Governorship.

(Toronto Mail.)

The term of office fixed by the constitution for lieutenant-governors of provinces is somewhat indefinite. Five years is named as the period within which the chief executive of a province cannot be removed except for cause, and the position is held by one incumbent until the appointment of his successor. Nevertheless, five years or thereabouts has been the term usually allotted to the more or less fortunate personages who have been named from time to time the lieutenant-governors of our provinces and territories. In some cases reappointment has followed the expiration of the first five years; in other instances a lieutenant-governor after the expiration of one term at the head of his province has re-entered political life, and thereafter has been made a second time lieutenant-governor. Of third terms to the same province, in the ordinary acceptation of the phrase, there have been none since confederation. The nearest approach to a third term is found in the case of Sir Leonard Tilley, who was appointed lieutenant-governor of New Brunswick for the second time in 1885, and is now "holding over" in the second or third year beyond the end of the customory period.

A natural consequence of this condition is that the people of New Brunswick are, and have been for some time past, in an attitude of expectancy as to a change in their executive head. The press of various sections of the province from time to time gives evidence of this feeling, and not infrequently—more frequently in fact than any or than all others—the name of Hon. Peter Mitchell is mentioned as a desirable successor to the present incumbent. It is understood that he is not an applicant for this or any other position, but many friends in various parts of the dominion are keeping his name to the front and urging his appointment. Among the old confederation party this feeling appears to be particularly strong, and for apparently good reasons. No man of his province did more than he, and it may be questioned whether any did so much as he did, to bring about the union of the provinces at the time when it was effected. Both at the inception and in the critical times of the confederation movement his great energy influence, and political skill were prime factors in its promotion. The party in power claim to be the legitimate successors of these "Fathers of confederation," among whom in New Brunswick Mr. Mitchell was so conspicuous a figure, and it has been among the traditions of the party that some special honor was due to all who shared in the historic work of laying the foundations of the national fabric. Of the 18 delegates who went to England in 1866-7 to shape the British North America act nearly every one has received some special distinction. The decorations of the Bath and of St. Michael and St. George have been liberally distributed among them. Sir Alexander Galt, and Sir Charles Tupper have been high commissioners at the Court of St. James. Others have been made governors or judges. Mr. Mitchell figures as a solitary living exception. His friends naturally inquire why this should be. They point to his undoubted services in the work of establishing and consolidating the dominion; to his creation of the fisheries department, and his able and successful administration of it; they allege that he prepared the Canadian case for the Halifax arbitration which it afterward fell to the lot of Sir Albert Smith to carry to a successful issue and for which he reaped the reward, and which Sir John Macdonald stated on the floor of parliament Mr. Mitchell had earned. It may be difficult to estimate the strength of this feeling of gratitude towards Mr. Mitchell in the old confederation party, but it exists in the nature of things on both sides of present party politics. The confederation party, as it was called in 1867-72 is now divided between the Conservatives and Liberals of that province. As is well known, Mr. Mitchell's attitude in parliament has been that of an independent, inclining at times to the opposition, but in fact the leader of the "Third Party" has rather held aloof from both, while his trenchant blade has made the leaders on both sides alternately look well to the joints of their harness. And it may in fairness be said that, whether for the moment inclining to one party or the other, his support of or opposition to proposed measures was given in accordance with strong convictions, and was usually true to the best interests of his province and of the dominion.

Hon. Peter Mitchell has had an extended term of service as a public man. He was first elected to the New Brunswick legislature in 1856; from 1858 to 1865 inclusive he was a member of the executive and after the defeat of the Smith-Anglin administration in 1866 he was leader of the government until the union, and confederation was carried in his province under his leadership after the failure under Mr. Tilley. From 1867 till November 1873, he was minister of marine in the federal government under Sir John Macdonald. He has been at different times within the past 36 years a member of the house of assembly of New Brunswick, a member of the legislative council there, and subsequently a member of the senate and also of the commons of Canada. He retired from the senate at the special request of Sir John Macdonald, and ran for the commons in the county of Northumberland, redeeming that constituency for the Conservatives. In each and all of these positions he has evinced a personal force and individuality unsurpassed—it may be said unequalled—by any public man of his province. It is pleasing to note that after such long and energetic service he retains the strength and vigor of his prime. He has undoubted claims upon his province and the country, and should these be recognized by his appointment to the lieutenant-governorship of New Brunswick, there is good reason to believe that no more popular appointment could be made, and that the people at large will approve the selection, while many devoted personal friends will be abundantly gratified.

Gardening.

"Old gardener," writing to the Fredericton Herald says:—"If variety is the spice of life there is surely no monotony in the occupation of gardening. The zealous gardener is not the enthusiast of a day, adversity seems to redouble his energy. Most people love the garden, its flowers, fruits and vegetables, and if they are willing to work and study will soon learn the modus operandi essential to the best results.

"The plant or tree is a sort of human being, a vegetable animal. It has, of course, a body and limbs as we have. It has veins and arteries. The sap is the blood and it circulates through these all over the system. The roots are really stomachs and with these it masticates. The leaves are lungs for trees and plants breathe in one side of the leaf and out on the other. It sleeps in winter and wakes up in spring. Trees and plants are subject to disease or sickness and may be treated and cured much the same as human beings or animals. The doctor is the gardener, horticulturist or arborist.

Garden crops then may be killed with kindness much the same as children, or made a success. In manuring the garden the nature of the crop should be considered, the plant's nature and its habits and its growth. Some run to wood and leaves instead of fruit, and when leaves are needed the plant may be liberally manured, but others are grown for their fruit and must not be stimulated to such extent. Such as cabbage, onions, beets or turnips, celery, etc., may be manured without stint; but when fruit is required, such as peas, gooseberries, currants, raspberries, etc., heavy manuring stimulates leaf growth too much at the expense of fruit. The farmer understands this principle in field crops. When too liberal a supply is given to wheat or oats to force the foliage at the expense of the grain, then the stems become too weak to stand and fall and lodge, therefore manure at this season especially should be supplied with judgment not at random."

The Check Rein.

(Quebec Chronicle.)

Dr. D. McEachran has sent the following letter the S. P. C. A.:—

To the Executive Committee of the S. P. C. A.—

GENTLEMEN,—In compliance with your request to give my opinion on overdrawn check reins, I beg to say: In my opinion their use is cruel and not based on any common sense principle. The position in which the animal is forced to carry the head is unnatural and uncomfortable, and the suffering they cause is clearly shown by the animal's efforts to ease the strained and cramped muscles by throwing the head from side to side, and the dropping of the head as soon as it is removed. It may be claimed that some animals are more controllable when so checked up. This is doubtful, and certainly does not apply to more than one in a thousand horses on which it is used. I would therefore urge the society to discourage this cruelty as much as possible.

Yours