Miramichi and the North Shore, etc.

SUDDEN DEATH OF A DOCTOR.—Dr. J. L. R. Webster, one of the leading physicians of Yarmouth, N. S., on Sunday morning last was stricken with paralysis early and died before daylight.

RY. CHANGE.—Mr. W. J. Searle, who has been I. C. R. Station Agent at Chatham Junction for some time has resigned the position to accept another on the Northern and Western Road. Mr. J. P. Quilty succeeds him at the junction.

A GOOD STOCK.—Mr. John Mowat of Upper Water Street advertises thirteen new waggons of his own make for sale. The substantial character of Mr. Mowat's work is well known and as his stock embraces some of the most modern designs he ought to command a fair share of patronage.

A DISTINGUISHED VISITOR. The Rev. Dr. Carman, of Belleville, Ontario of General Superintendent of the Methodist Church, will deliver an address on the occasion of laying the corner stone of the new church edifice here, on Friday, June 12th, at 3 p. m. Any persons who may wish to aid the building enterprise by their contributions will have an opportunity to do so.

ST. ANDREWS.—The Annual Meeting of St. Andrew's Church congregation, Chatham, was held on Tuesday evening in the Church. The election of Trustees resulted as follows—L. J. Tweedie, John Johnston, (Mercht.) H. A. Muirhead, Jas. Nicol, Wm. Wyse, Robt. Bain, John McDonald, Wm. Fenton, Geo. Cassidy, Wm. Wilson, Wm. Johnston (Can. House) A. J. Loggie.

PERSONAL.—Inspector Hanford of the Internal revenue department is in town.

Inspectors Macnider and Meridith of the Bank of Montreal are in town.

T. A. Vaughan, Esq., senior member of the firm of Vaughan & Bros., Iron and Cordage Merchants, St. John, and S. S. DeForest, Esq., of the firm of DeForest Harrison & Co. will visit the Miramichi on business to-morrow.

INSPECTION. — Dominion Inspectors Smith and Coker are in Chatham, the former inspecting boilers and machinery and the latter the hulls of the steamers. The *Nelson* was inspected yesterday and pronounced a first-class boat for the passenger service between Chatham and up-river points, the *St. Michael* taking her place while the officers were performing their work. The *Miramichi* will, probably, be inspected to-day.

WAGGONS.—Mr. Alex. Robinson whose carriage works on St. John St. Chatham are so well known, has a lot of new work on hand and in process of manufacture well worth inspection by intending purchasers. He has just completed a milk waggon for Mr. Thos. Keating and a parcel delivery waggon for Mr. E. Strang, both of which are of creditable design and finish. Mr. Strang's waggon was receiving the finishing touches, yesterday and was much admired by good judges of such vehicles.

ANGLING.—There has been the usual June rush of trout-fishermen to Indiantown this season and their luck has been good, bad and indifferent. A few hit the big run, but more missed it, and when the gathering of the disciples of the rod was in its fullest force the opposite shores of the favorite resort presented the appearance of opposing skirmishes facing each other, at not very wide "extension" either. Mr. J. M. Ruddick and party who went up from Chatham in Mr. R.'s little steamer *Ada* were among the most successful anglers, Mr. Ruddick killing a bright salmon besides a number of four pound trout.

MR. GEO. CASSIDY's Factory is thus referred to in London, Eng., *Timber*—Among the growing industries of Chatham, N. B., the sash and door factory of Mr. George Cassidy has attracted much attention. He has added to his machines, this spring, a new combined planer, matcher and moulder. This machine will plane the two sides of a board 24in. wide at one operation, or it will plane the two sides and two edges of one 18in. wide, or plane and match up to 18in. wide, or form mouldings of any pattern, and as large as is ever used, being, no doubt, as complete a machine as is made.

ANOTHER REDUCTION.—Following the example set by the Miramichi Steam Navigation Company, the rates of fare on the old *Andover* have been reduced between Chatham and Newcastle. They were always too high when the *Andover* and *Ripple* had a monopoly of the route, and the public will thank the popular company for giving them an improved service at a reasonable rate. Of course it is better for the *Andover* to make a virtue of necessity and follow the good example of the regular boat, but the travelling public will not fail to appreciate the fact that popular rates were adopted by the *Nelson* company without any outside pressure. We have not heard that the *Andover* rates are reduced up-river where there is no opposition.

SUDDEN DEATH.—There was a rather sad occurrence happened at Derby on Monday evening. 1st inst. A Mr. McKinnon, master mason, who has been employed in connection with the Indiantown Branch Railway, died very suddenly. He was at his boarding house, having returned from his work, and while the landlady was preparing tea, washed himself and laid down on a lounge. When the landlady called him he made no reply, and when she went over to him, thinking he was asleep, was startled to find that he was dead. Dr. Freeman, coroner, held an inquest on Tuesday morning, when a verdict was found that death had been caused by heart disease. McKinnon belonged to Truro, N. S., where his wife and two children reside.—*Sun.*

WHEN THEY DO get properly started they are superior to the men in some things. For instance a special from St. George, Suker County, West Virginia, says that last Saturday evening Cosley Payne and Mary Gregory, girls 18 or 20 years old, daughters of farmers living near that place, quarreled over the attentions that were being paid them by a young man named Brown and engaged in a fight, which was witnessed by several men, who refused to interfere until Miss Gregory had been badly used up. They fought with their fists until Miss Payne picked up a stone, and, holding it in her hand struck Miss Gregory several times in the face. While Miss Gregory was blinded with blood Miss Payne picked her up and threw her into a pile of hot cinders left by burning brush, and Miss Gregory was badly burned about the hands and arms.

ANOTHER THEORY has been recently advanced concerning the phenomenon of northern lights or aurora borealis. According to this, there is an open polar sea, the waters of which during some portions of the year are pacific; but during a certain period its waters are convulsed by strong winds, which blow more fiercely around the north pole than on any other part of the globe. The waves raised by this giant agency beat against the icy mountains which girdle the polar sea with such fury that enormous quanties of spray are thrown skyward; this spray when it reaches a very high elevation, is lighted up by the sun, whose rays are reflected through the moist northern atmosphere. It is argued, therefore, that it is this distribution of light through the atmosphere that produces the northern lights, and the constantly changing spray and reflected light produces the flickering movements of the aurora borealis.

BANK CLERK ARRESTED.—A. McGowan Main, of the Bank of Nova Scotia at Amherst, N. S., has been arrested for appropriating $200 The Amherst *Gazette* says; "On being searched only $2 was found in his pockets. In addition to the sums named it has been found that two others have been taken, making the whole amount $337.99. What disposal was made of the money was uncertain; but it may be that it was used to replace other sums previously taken. Main came from Glasgow, a few years ago, where his relatives live, and where he was clerk in a bank, and took a situation in the Bank of Nova Scotia, at Halifax. He was afterwards transferred to Newcastle, and has been with the agency at Amherst about a year and a half. He is about 30 years of age, His salary was $600 a year. He has lately been very much addicted to drink though only his intimate friends noticed its effect, and this was no doubt the cause of his unfortunate trouble. The absence of any matured plans to avoid detection or to escape shews a superficial reasoning which can most easily be attributed to the effects of that curse of mankind—alcholic drink.

THE FORGERY CASE.—H. M. Julien and S. M. Johns, Pinkerton's Detectives who have been here looking for James Robinson, took the International steamer this morning for Boston, it is supposed. Though these detectives have worked night and day they were unable even to obtain a "clue." Among the places they visited outside the city were; Eastport, Grand Manan, Calais, Moncton, St. Stephen, Rothesay, Sussex, Quaco and Hampton.

Though not successful now, the Pinkerton men have confidence that Robinson will yet be captured. "With our staff of officers," said one of the detectives, "I don't think it possible Robinson will enjoy his liberty much longer. We have about 300 agents in various parts of the world and as each man will have a printed description and likeness of Robinson you see that it will be very hard for him to escape capture." Robinson's furniture was traced from the house on Germain street to the auction room where it is alleged it was sold. Mrs. Robinson was "shadowed" for some time and conversations were had with relatives but apparently without obtaining any hint of his whereabouts. The forged paper up to the present date is estimated at $63,000.—*Globe*

THE RIPPLE.—The little steamer Ripple arrived on Saturday evening, shortly after the *Transcript* went to press. Her first work was to tow the Clara J Wilbur down the river, which job she accomplished satisfactorily. This morning she towed the Star, Capt. Dixon, down the river. The Ripple is a screw boat of 19 tons register and partly new. She has a government certificate for 45 passengers and will carry nearly 30 tons of freight. She will run between Moncton and Hillsboro, Hopewell, Harvey and other points down the river wherever sufficient business offers. She will take an excursion to Harvey on Saturday to see the launch of Mr. Turner's new ship, said to be the largest ever constructed in New Brunswick. The Ripple was purchased for $2000, by the Petitcodiac Steamship Company, organized this spring, from R. R. Call, of Newcastle, who has had her in the Miramichi river service. She was brought from Miramichi, around the Nova Scotia shore, by Capt. Edgett, who reports having experienced heavy weather nearly all the time, accounting for the long passage. The boat sustained no damage beyond the parting of some of her steam pipes, caused by the heavy weather.—*Transcript.*

Death of David Sadler, Esq.

David Sadler, Esq., Deputy Crown Land Surveyor and J. P., of Dalhousie, and father of John Sadler, Esq. of Chatham, died at that place on Sunday morning last, in the 81st year of his age. He came to Miramichi from his native place, Kirkpatrick, Juxta, Dumfrieshire, Scotland, about sixty years ago, remaining here a few years and then removing to Dalhousie, where he has always held a leading position in town and county affairs. He was a man of great integrity, a genuine christian and, therefore, a valued and respected citizen.

Northern and Western Railway Co.

A meeting of the Northern and Western (better known as the Miramichi Valley) Railway Co., was held at the parlor of the Queens Hotel at 2 o'clock yesterday afternoon, Mr. Alex. Gibson presiding.

Directors were chosen as follows: Alex. Gibson, J. B. Snowball, John Gibson, Alex. Morrison, Alex. Gibson, Jr., Alfred Rowley and John McLaggan.

Mr. Geo. F. Gregory was appointed Secretary and solicitor.

The directors were authorized to apply for power to arrange with or buy out the Chatham Branch.—*Gleaner.*

Major Morris.

Fredericton and other New Brunswick people will be pleased if the last sentence of the following paragraph, from the Montreal Star, should prove incorrect;—

"Inspector Francis J. Dickens, now in command of the division of the North-West Mounted Police in Battleford, is, as is now well known, the son of Charles Dickens. Inspector Dickens, who is now 36 or 37 years of age, has had a curious career. When a mere lad he left England, and afterwards joined the Indian police, and was on duty on the Punjaub. A sunstroke there made it necessary for him to try some other climate, and on returning to England he secured a position in the Canadian North-West Mounted Police. This was as long ago as 1876. He has since been with the force, and at the outbreak of the Indian rising was in command at Fort Pitt, whence he retreated down the Saskatchewan with his men to Battleford. At Battleford, Col. Morris having been removed from command lately for some reason not yet explained, Inspector Dickens has been given command in his place.—*Gleaner.*

A Sensational Rumour.

A Tracadie correspondent writes to us as follows, under date of 7th inst.,—

"The monotony of our rural existence was somewhat disturbed last week by the rumour that a woman of this village had disappeared from her husband's premises during the night of the 5th inst., leaving no trace of her whereabouts. Certain it is that search was being made by the husband, during the remainder of that night and next day without success.

"It is pretty commonly known that family troubles have existed under that roof, caused, it is said, by too friendly relations with outsiders and the too oft-repeated visits to the house by some of our aristocrats, among whom figure conspicuously some of Her Majesty's officers. Awaiting the solution of the mysterious disappearance dame rumour is busy, to the great annoyance no doubt of a few gentlemen of this community.

"These things take place among a little circle of people over whom religion has little or no influence. Be all this as it may in the present case, it is to be feared that startling news may yet come from this quarter sooner or later, as the natural consequence of the degraded and disgraceful conduct of the unhallowed little clique."

Another victory for Ross.

A Buffalo despatch of May 31st says:—James H. Riley, of Saratago, who was to row a match race with Wallace Ross at Oak Point, near New York, yesterday, was unable to row, having contracted a severe cold in his practice. Geo. Gaizel offered to take his place if Ross would give him a start of twenty seconds in the three miles. Ross agreed to do this, and the men got ready. In his twenty seconds Gaizel managed to get a start of about twelve boat lengths, and when Ross started the race seemed almost hopeless. The long, powerful strokes of the man from New Brunswick told however, and by the time the stake boat, a mile and a half from the start, had been reached the distance between the two men had been reduced to a scant five boat lengths, and the pace was beginning to tell on Gaizel. On the homeward journey Ross gained more rapidly, and before the distance was half traversed his boat was lapping that of his opponent. By the time the last half mile of the journey had been begun, the two boats were nose to nose. The windsail of Ross' shell then began gradually to draw ahead and at the finish a clear half-length of water separated the boats. The big crowd which was watching the race from the shore cheered very lustily as Ross passed the winning line a length and a half in the lead, having rowed the 3 miles in 20 minutes, 45 seconds.

New Brunswickers in the West.

The Regina N. W. T. correspondent of the Montreal *Herald* says: A very important movement in railway construction has been commenced—the railway to Long Lake, which is to be carried through to the North Saskatchewan at Battleford. It is known as the Regina and Long Lake Railway and will be completed this year to Long Lake, and a steamer placed upon the lake. The directors of the company are G. R. Pugsley, president; Hector Cameron, M. P., Governor Dewdney, Col. Oliver Stone, John A. Mackenzie, Sarnia; John J. Foy, Toronto; William Pugsley, New Brunswick; J. S. Carvell, Prince Edward Island, and I think one or two others whose names I do not recall. W. P. Barclay, a New Brunswicker, and formerly of the C. P. R. Staff, is the engineer. The money for the work was financed in England through G. R. Pugsley, who is the manager in Canada of the Land Corporation of London and Canada, and was secured through the sale of the Railway Company's land grant. The same writer further says: "Recently I visited the property of the Sussex Land and Stock Company, having head-quarters at Regina. Their range is at Sussex, a beautiful prairie region. I was greatly pleased with the manager, Col. Oliver Stone (another New Brunswicker, I believe), and learned from him some particulars of the enterprise. He informs me that they have in all about 7½ townships of grazing land, equal in area to about 4 miles square. There are now on the property about 900 head of cattle, including calves, and about 300 sheep. Most of his stock or at least 400 of the original herd—came from Sussex and Hampton in Kings County in New Brunswick—a district which Colonel Stone informs me is celebrated for the quality of its horned stock and horses." The writer—a Montrealer—speaks very highly of Messrs. Pugsley. Mr. G. R. Pugsley is referred to as having made an excellent impression among monied men in England, having been appointed the Canadian manager of the Land Corporation of London and Canada, at $5,000 a year.

The "Clifton."

There was quite a representative gathering of Miramichi business men on the North Atlantic Steamship Co's steamer *Clifton* lying in the stream off Chatham, on Friday afternoon last, the object being to give a semi-formal send-off to the Company's pioneer steamer on the eve of her departure on her first trip from the port. The party, to the number of about twenty, sat down to refreshments in the main saloon, Capt. McFee presiding and welcoming those present in the name of the Company. A number of toasts were proposed and responded to, eliciting several excellent speeches on the various interests which the Company's enterprise is designed to promote. Among the speakers were Capt. McFee, A Shirley Benn, R. P. B. Joyce, J. B. Snowball, W. A. Park, M.P.P., Hon. T. F. Gillespie, M.E.C., L. J. Tweedie, Customs Collector Ferguson, G. A. Blair, Esq., Stipendiary Magistrate, Walter C. Miller, Ernest Hutchison, Mr. Kerr of Ontario J. L. Stewart and D. G. Smith. The advantages of the port of Miramichi, with its deep water, easy of access from sea, central position on the North Shore of New Brunswick, freedom from port charges, nearness to Great Britain as compared with other Canadian ports, and connection by rail with all the principal centres of population in Canada and the United States were brought prominently forward. Some of the speakers argued that it required only the loyal support of North Shore producers and consumers to make the line a success. The fishery resources of the coast which furnish freight for steamers from Halifax were to be relied on to largely make up homeward cargoes, for this line, while deal freights could always be counted upon sufficiently to make up for shortage of more remunerative cargoes. The subsidy claims of the Company on the Dominion Government were referred to. It was understood that a small subsidy on account of the P. E. Island service had been secured, but there was a unanimous approval of the claim put forward by one speaker to similar Dominion encouragement and support on Miramichi account to that extended to the Allen and Furness steamers from Halifax and to even inter-provincial lines.

The large size and splendid equipment of the *Clifton* were referred to as evidence of the determination of the company to deserve success, the fact that the vessel was superior in all respects to other Canadian liners, with exception of the Allens, being duly commented on. Many good things were said of Capt. McFee and his officers, who had so admirably commended their ship, the company and themselves to the people of the port. They had left a decidedly favorable impression both socially and with our business men and the wishes expressed for a prosperous voyage home and speedy return were more than ordinarily sincere and hearty.

The *Clifton* left port for London, via Charlottetown on Saturday morning. She carried 802 casks bark extract, 550 boxes Lobsters, 928,687 s. f. deals, 288,163 pcs. palings and 1,438 bundles broom-handles. At Charlottetown she was to take some 200 tons of freight principally preserved lobsters Eight or nine saloon passangers were booked from here and Charlottetown.

Richibucto Notes.

THE MARINE HOSPITAL at this port is sadly in need of repairs. The condition of the building was fully represented to the authorities at Ottawa long ago, but nothing has been done towards remedying the defects. There are now several seamen at the Hospital receiving medical aid, and they find the building unsuited for the sick, although the matron is very attentive and quite competent to discharge the duties of her important position.

DESERTERS.—Two seamen of the Norwegian barque "Ludvig" deserted from their vessel at Kingston one night last week. The captain procured warrants for their arrest and found his men on a farm a short distance from Kingston. He had them placed on board. Subsequently they made another attempt to desert, when a lively scrimmage ensued, resulting in the ship's officers being roughly handled and the two sailors placed in gaol to await the departure of their vessel.

THE FISHERIES.—The quantities of herring taken for bait have so far exceeded the demand that hundreds of barrels have been stored, some in the warehouse on the public wharf, some in the old school building and some at Kingston. The fishermen report lobsters plentiful but very small. A few salmon have been exposed for sale at prices ranging from $1 to $1.25. Shad and gaspereaux are abundant,

P. E. ISLAND POTATOES have been sold readily at sixty cents per bushel.

WILLIAM ROBERTSON of St. Nicholas River lost three good milch cows recently, and his brother-in-law, James Murray, of the same neighborhood, also lost three in the months of March and April.

MR. KNIGHT, Inspector of the Merchant's Bank of Halifax, was in Kingston this week.

Gabriel Dumont.

Dumont is about forty-four years of age, and was born at Edmonton, where he lived until he was sixteen years of age, when his father, who was employed by the Hudson's Bay Co. to look after their horses, retired from the company's service. Dumont senior then traded with the Indians in that section of country extending from Edmonton to the south branch of the Saskatchewan. The son lived with his father until a few years after Confederation, and then settled on the south branch of the Saskatchewan, where he has remained continuously ever since. He is one of the bravest of men, fearless and resolute in every undertaking, and the beau ideal of a horseman. He is five feet ten inches in height and a splendid specimen of rugged manhood, and is known far and wide as one of the most expert shots, and has invariably been selected as leader on the buffalo hunts. He has been married to a half-breed for many years, and has earned a competence by his business prudence and tact.

The Riel Amnesty.

The excellent Conservative journals have from time to time referred to the fact that the conditional amnesty granted to Riel in 1875 was introduced by Mr. Mackenzie and that the granting of it was opposed by Sir John Macdonald and other leading Conservatives. We have invited our morning contemporary to publish the resolution in question, which was moved by Mr. Mackenzie. And other Conservative journals have been invited and urged to publish it. But they decline or treat the request with silence. They would have their readers believe that Mr. Mackenzie and the Liberals in Parliament did a very improper thing, he to move and they to support the resolution of amnesty. Under such circumstances what would be so proper, and so necessary to the information of their readers as to print the resolution itself? The document is easily available, being printed in the journals of the Commons. That they think it of some importance is proved by the frequent reference made to it. We take pleasure in reproducing the following portion of the recital and the resolution:—

That from the same evidence it further appears that Sir George E. Cartier, minister of militia and defence, afterwards communicated with Archbishop Tache, requesting that A. D. Lepine should be included in the same arrangement, and that the Archbishop was, on his return to Manitoba, further requested by Lieutenant Governor Archibald to procure the expatriation of the said persons, and in order to make a sufficient provision for the maintenance of themselves and their families the Lieutenant Governor procured from the Hudson Bay Company the further sum of £300, and that the Archbishop thereupon induced L. Riel and A. D. Lepine to consent to the requests of Sir John A. Macdonald, Sir George E. Cartier and A. G. Archibald, and they departed accordingly, and they and their families received for their maintenance the sums of $1,000 and £600.

That thereafter and during the general election of 1872 L. Riel was contesting Provencher with Attorney General Clark, when, at the request of Sir John A. Macdonald, first minister and minister of justice, Lieutenant-Governor Archibald arranged that both the said candidates should retire in order that Sir George E. Cartier, minister of militia, might be elected for the county, and he was elected accordingly and publicly received, and acknowledged the congratulations of L. Riel and A. D. Lepine on the event.

That from the said evidence it further appears that Sir. John A. Macdonald, first minister and minister of justice, gave assurances to Archbishop Tache, to his Quebec colleagues and others that he would on his intended visit to England press on Her Majesty's Government to take up the question, thinking that they might see their way to granting a complete amnesty without the Canadian Government being responsible for it, to which he had no objection, and which would, he believed, be loyally accepted by the Canadian people.

That in the opinion of this house it is not for the honor or interest of Canada that the question of amnesty should remain longer in its present shape.

That in the opinion of this House, the facts developed in the said evidence cannot be ignored by the people or the parliament of Canada, and must be considered in the expression of their views as to the disposition of the question.

That, in the opinion of this house, it would be proper, considering the said facts, that a full amnesty should be granted to all persons concerned in the North west troubles, for all acts committed by them during the said troubles, save only Louis Riel, A. D. Lepine and W. B. O'Donoghue.

That, in the opinion of this house, it would be proper considering the said facts, that a like amnesty should be granted to L. Riel and A. D. Lepine, conditional on five years' banishment from Her Majesty's dominions.

That an humble address be presented to His Excellency, the Governor General, embodying this resolution, and praying that he will be pleased to take such steps as may be best calculated to carry it into effect.

Here then are the facts about the amnesty as affirmed by a two-third vote of the elected representatives of the people. Any person who peruses it will conclude that the "facts" recounted in the recital "could not be ignored," and that considering these facts parliament was committed in advance to an amnesty. Again, it is easy to see how and why Sir John and a number of his colleagues and supporters opposed the proposition of amnesty in such shape. To vote "yes" to Mr. Mackenzie's resolution would be to say "amen" to their own condemnation. The record is against the Conservative leaders in this matter, and that is the reason why their newspaper organs refuse to publish the resolution and have published instead so much falsehood and prevarication on this question.—*Telegraph.*

The Gladstone Ministry Defeated.

LONDON, June 8.—In the commons today, Mr. Childers said it had been decided to not refund taxpayers to the amount of the increased duty on spirits paid over and above the extra shilling per gallon finally decided on, because consumers had been charged higher rates after the announcement of the original increase. The government would however, Mr. Childers added, cause an enquiry to be made to ascertain if there existed sufficent reason to modify this decision.

Sir Michael Edward Hicks Beach, Conservative, asked why it was that the Liberal government, which ought to be economical, had to resort to extreme forms of taxation in order to meet extraordinary expenditure of £100,000,000? (Cheers from Tory benches) Sir Michael denounced the increased duty on spirits and concluded moving that the proposed increase in the duty on spirits and beer was inequitable in the absence of corresponding additions to the duties on wine.

Mr. Cross, under secretary for India, spoke in answer to a number of questions concerning the attacks reported as made on the government by Sir Peter Lumsden.

Mr. Cross assured the house that Sir Peter since his arrival in London, had disavowed any intention to attack the government and did not consider himself answerable for incorrectly reported utterances attributed to him by journalists inclined to misrepresent him.

Mr. Chelders moved the second reading of the budget, and in his supporting speech explained that of the total increase in beer and spirits duties, England pays seven-ninths, Scotland one-ninth, and Ireland one-ninth.

Sir Charles Dilke supported the budget and made a long speech, in which he said the government had to choose between alcoholic liquors and tea and sugar. They would accept the issue of the vote as one of life or death, and did not envy those who, if they gained a victory, would have to bear the consequences.

The second reading was rejected by 264 to 252.

When the result was announced Lord Randolph Churchill and Parnell jumped upon their seats and enthusiastically waved hats and cheering was renewed. Thirty nine Parnellites and all the Conservatives voted with the majority. The minority included Sir Michael Bass, brewer, and several Irish Liberals. Although strong whips were issued, many government supporters were absent.

Tremendous excitement was caused by the announcement of the result of the division. Mr. Gladstone immediately adjourned the house. It is confidentially rumored that Gladstone will visit the Queen to-morrow and tender his resignation.

LONDON, June 9.

The following is another account of the scenes in the House after the division:—When the result of the division was announced, Gladstone, who had been leaning forward in his seat and cynically smiling, started, turned pale and clutched his hands nervously together. The House immediately became a babel of confusion, members yelling, stamping, and waving thats, neckties and handkerchiefs. A tumultous cheer came from the galleries, and Speaker Peel vainly howled for order. The Parnellities pointed ta Gladstone and yelled, "That is the price of coercoin," "Down with Buckshot Forster," "Remember Myles Joyce." Gladstone rose to move an adjournment, but stood in his place fully a minute before he could be heard.

The cabinet council was convened at noon and was in session until 1.15 p. m. It is understood the situation was thoroughly discussed, and it was decided that in view of the defeat last night it would be inconsistent for the members of the cabinet to remain longer in office, and it was resolved that their resignations should be tendered the Queen at once. The report of this decision of the cabinet has caused a feverish feeling on the stock exchange and consols have declined 3.16, while Russian securities are a ½ lower.

Gladstone, a few minutes after 4 o'clock this afternoon, entered the House of Commons. His appearance was that of a firm man, perfectly undisturbed. He at once proceeded to the Speaker's desk and entered into conversation with Mr. Peel. During this conversation the Premier was evidently in bright spirits, and he was loudly cheered by the Radical members of the House. When he seated himself in his usual place his very self-possession seemed to euthuse his hearers and the Chamber was fairly rent with cheer after cheer and the applause became an ovation. At last Gladstone rose in deference to the greeting. He said the cabinet, on assembling to-day thought they were under obligation to submit a dutiful communication to the Queen. (Cheers.) It would be premature on his part to enter into particulars concerning the nature of that communication just now. He would say, likewise, that, as on a former occasion, a few days must elapse before the result of the communication could be arrived at, so as to make it known to the house. During the interval Gladstone concluded, the House would follow its usual custom in refraining from the transaction of its ordinary business, and he would move that the House on rising do adjourn until Friday.

The House of Commons and House of Lords have adjourned until next Friday.

British consols have fallen since the closing of the market this afternoon.

Fashion Notes.

One sees a tendency to the startling in street costume, which good taste teaches us to avoid. The indiscriminate use of tinsel, which looks garish and vulgar in daylight, should be avoided, reserving it to highten effects in evening dress.

Jet must be excepted from this censure as used with discretion it always relieves the somberness of black, and all the world seem to concur in this opinion, judging from its general use. Combinations when used, are soft tints harmonizing and *never* contrasting.

varied as to defy description. From "grave to gay" in color, from the infinitesismal to the mammoth in size, Good taste will be shown in avoiding either extreme.

Wide ribbons and scarfs of soft tints and texture adorn the hats, fastened with bright, ornamental pins, and replace the graceful feather, which is apt to droop in the damp air of the sea side. Thus we find reason in some of the so called caprices of fashion. A revival of the varied shades of green is noticeable. The city belles, with their pale complexions are inclined to ignore this style, but our rural beauties with the bloom of rustic health on their cheeks will not suffer from its adoption. Wood browns and grays also prevail. In material, the mohairs of the olden time appear. They are welcomed as an old and tried friend, and will be adopted for traveling purposes especially; Irish poplins are used for more elegant attire. Watered silk is used for combinations with soft cashmeres and camel's hair. Soft cheviots in mixed colors, ornamented with braids or bands of velvet, make a pretty costume, and are inexpensive.

SHIP NEWS

Port of Chatham.

ARRIVED.

June 4.—Bk. Fanny Atkinson, 698, Morison, Belfast, bal., Exrs late Wm. Muirhead.

Bk. Annie, 551, Evensen, Goole, bal., J. B. Snowball

5.—Bk. Fratelli Laurin, Olivari, 616, Gloucester, Mass., bal., J. B. Snowball.

6.—Bk. Prindz, Oscar, 662, Hansen, Belfast, bal., Exrs late Wm. Muirhead.

8.—Bk. Aladdin, 524, Pedersen, Stavanger, bal., J. B. Snowball.

CLEARED.

June 5.—S. S. Clifton, McFee, London, gen'l cargo, R. A. & J. Stewart.

6.—Bk. Lammengier, Gilmore, Belfast, deals, J. B. Snowball.

8.—Bk. Samarang, Lassen, Barrow, deals, J. B Snowball.

Port of Newcastle.

ARRIVED.

June 4.—Bk. Capeshurst, 606, Burnley, Liverpool, salt, &c., D. & J. Ritchie & Co.

8.—Bk Carl Gustaf, 671, Basberry, London, ballast, D. & J. Ritchie & Co.

Bg. Fortuna, 194, Andersen, Pembroke, D. & J. Ritchie & Co.

CLEARED.

June 2.—Bk. Jas. Kennay, 586, McDonald, Glasson Dock, D. & J. Ritchie & Co.

4. Bk. Osuna, 794, McKay, Belfast, D. & J. Ritchie & Co.

6 Bk. Sagona, 797, Gordon, do., D. & J. Ritchie & Co.

Bk. Toivo, 499, Andersen, Belfast, Geo. McLeod.

Port of Richibucto.

ARRIVED.

June 5.—Bk. Nystad, 456, Rasminnisen, Norway, George McLeod

CLEARED.

June 5.—Bk. Ludvig, 302, Guilliksen, Havre, Edward Walker.

6.—Bk Urania, 312, Johannesen, Bowling, Geo. McLeod.

New Advertisements.

LANDING.

7 Tierces Am. S. C. Hams.
20 Boxes Am. Evp. Apples.
20 Bbls. Granulated Cornmeal.

DeForest Harrison & Co.
7 and 8 NORTH WHARF, ST. JOHN N. B.

WAGGONS! WAGGONS!

THE Subscriber has on hand thirteen (13) new waggons, comprising, Single and Double Piano Single and Double Concord Single Whitechapel etc. They are of the very best material, style and workmanship, and will be sold at the most reasonable rates. Inspection is invited by parties in need of Waggons, as the lot on hand

Cannot be Surpassed

on the North Shore for style and price

JOHN MOWAT.
Chatham June 9th, 1885.

WANTED.

—A GOOD—
MARBLE WORKER
FOR WORK ON
TABLETS
AND STRAIGHT GRAVE STONES
Address WM. RAE
Chatham, N. B.

NOTICE.

FLETT'S CARDING MILL, Nelson, is in full operation and persons bringing their wool to the mill get it carded with neatness and dispatch and persons leaving their wool at John Brown's, Esq., Chatham, or Mrs. Smallwood's, Newcastle, will get it carded and returned quickly and good work warranted.

THOMAS AMBROSE.
Nelson, June 8th, 1885.

THE LUXURY
—OF—
A SEA BATH
in your own house, by using
SOUTH SEA SALT.

The above is highly recommended by the leading Physicians for the use of children and delicate persons. 30 cents per package

—AT—
Mackenzie's Medical Hall.
Chatham, June 8th, 1885.

SPARHAM
MINERAL
FIRE-PEROOFING
FOR
SHINGLE ROOFS.

Outlasts several coats ordinary paint, preserving the shingles and making a surface on them like slate. Only two cents per lb, by single barrel, one dollar and fifty cents per 100 lbs. in 5 bbl. lots, delivered at Moncton, N. B. Address

DAVID DICKSON,
Moncton, N. B., or
JOHN J. MILLER,
Millerton, N. B.

NEW GOODS.

Black Grenadines,
Nun's Veilings,
Checked India Muslins,
LACE CURTAINS,
LAMBREQUINS.
CARPETS,
OIL CLOTHS,
TUBULAR BRAIDS,
Black and Colored.

B. FAIREY
NEWCASTLE, June 10th, 1885.

GENERAL BUSINESS.

Bon Jour BITTERS

THE STANDARD APPETISER.

AN ALL-YEAR-ROUND TONIC.

Approved by the Faculty of Municipal Analysts, Bordeaux.

LOGGIE & BURR.

Carpets, Curtains, Wall Papers.

Housekeepers will find excellent value in the above seasonable Goods, which are marked down for one month.
CLOTHING—$4,000 worth of Ready-Made Clothing, ranging from Five to Fifteen Dollars a Suit
HATS, in all the very latest styles.
PRINTS & GREY COTTONS marked down to bottom prices.
BOOTS & SHOES—full lines of Ladies', Misses' Children's and Men's Fine Boots.
CUSTOM CLOTHING in Suits or single garments made to order,

VAUGHAN & BROS.,
—IRON MERCHANTS.—
SMYTHE STREET, - - ST. JOHN, N. B.

IRON—Common, Refined, and Horse Shoe,
STEEL—Tired Sleigh Shoe and Toe Calk.
YELLOW METAL—Bolts and Sheathing.
CHAINS—Rigging, Mill and Cables.
Anchors, Oakum, Pitch, Tar, Spikes, Hemp and Manilla Cordage all of best quality and
AT LOWEST MARKET PRICES.

MIRAMICHI
STEAM SERVICE

The Miramichi Steam Navigation Company's
STEAMER "NELSON,"
1885 1885

Capt. Thos. Haviland,
will, and after Monday, May 25th, until further notice, run daily, (Sundays excepted) as follows—

LEAVE

Chatham.	Nelson.	Newcastle.
For Douglastown Kerr's Mill, Newcastle and Nelson. *(Solar time.)*	For Newcastle, Kerr's Mill, Douglastown and Chatham. *(Solar time.)*	For Kerr's Mill, Douglastown and Chatham. *(Solar time.)*
6.15 a. m.	7.00 a. m.	7.15 a. m.
9.00 a. m.	9.45 a. m.	10.00 a. m.
11.00 a. m.		11.45 a. m.
2.00 p. m.	2.45 p. m.	3.00 p. m.
5 30 p. m.	6.15 p. m.	6.30 p. m.

carrying passengers and freight between all the points named.

PASSAGE-TICKETS

may be procured in Chatham, at Mackenzie's Drug Store and Mr. John Brown's store; in Douglastown, at Mr. Hutchison's store; in Newcastle, at Mr. McLaggan's store; in Nelson, at Mr. Dan'l Baldwin's store, at the following rates,—
Good for ONE PASSAGE, *Chatham to Newcastle or Nelson, or vice versa.*

One ticket, 20c.	Ten tickets, $1 60
Five do 90c.	Fifteen do 2.10
	Twenty tickets, $2.40.

Tickets good for one passage between any of the above intermediate points, viz, Chatham to Douglastown, or Kerr's Mill, or *vice versa*, Douglastown to Nelson or intermediate points, or *vice versa*, Newcastle to Douglastown or intermediate points, etc., TEN CENTS EACH

Intermediate tickets will be sold in lots of twenty-five for $1.00.

FREIGHT

will be carried from any one point on the route to any other point at 50cts. PER HUNDRED LBS. Special arrangements will be made with shippers of large quantities.

THE FAMOUS
Trotting Stallion,
DEAN SWIFT,
Record 2,36, Sire of
ISLAND CHIEF,
RECORD, 2,34½
will make the season of 1885, at the following places:

Leaving CHATHAM on Monday, May 11th, will proceed to RICHIBUCTO and KINGSTON, returning the same week. Monday, 18th, will proceed to NELSON, NEWCASTLE and DOUGLASTOWN, stopping over night at

Mr. John Scott's,

The above route will be continued during the Season, health and weather permitting.

TERMS FOR SEASON.

$10 at the end of Season, or $12 secured by Note on the first of November.

Robert Fitzsimons,
LONG RIVER, NEW LONDON, P. E. I.
OWNER.

For further particulars see Hand Bills on second route.

PEDIGREE,

Dean Swift, record 2.36, was sired by Augusta Bush Messenger, imported from United States, third son, to Old Messenger; First Dam Fairy Queen, Time 2.30 in her nineteenth year. She by Farmers Glory. He by Columbus, imported; Glory's Dam was by Old Rainbow, he by First Messenger; second dam by Royal Sporter, he by Revenge imported from New York, Sporter's Dam was by Stag, also imported from New York; third dam, Canadian Blood, time 2.32.

To the Stock Raisers of Northumberland and Kent Counties.

GENTLEMEN: Doubtless you are aware of Dean Swift's ability as a trotter, Dean started on his campaign here last season, after serving upwards of 150 mares, and competed against horses that had been fitted and handled all summer for the business. With one stallion in particular, Sandy Morris, Dean Swift made a hard struggle for first place in the Chatham Races, after which he beat him in New Glasgow in three straight heats. He also beat Messenger Boy's record; Island Chief, Dean Swift's son, being the only Stallion that beat his record in the Lower Provinces in 1884.

Yours truly,
R FITZSIMONS

JUNE, 1885.

34 Cases Royal Baking Powder.
3 " Bartlett's Blacking.
2 " do. Laundry blue.
100 Boxes Spices assorted.

DeForest Harrison & Co.
7 and 8, North Wharf,
St. John, N. B.

Flour, Pork, Fish, Etc.

200 Bbls. Brown FLOUR;
100 bbl-bbls do. do.
125 bbls. CORN MEAL.
50 do. MESS PORK.
150 Quintals new COD FISH.
40 Cases CANNED OYSTERS.
10 do do LOBSTERS.
10 do do PEACHES.
7 do COLEMAN'S MUSTARD.

Geo. S. DeForest.
30th May, 1885. 13 South W