WHO IS MRS WINSLOW ?

As this question is frequently asked, we will simbly say that she is a lady who for upwards of thirty years has untiringly devoted her time and talents as a female physician and nurse among children. She has especially studied the constitution and wants of this numerous class, and, as a result of this effort and practical knowledge, obtained in a lifetime spent as a physician and nurse, she has compounded a soothing syrup, for children teething. It acts like magic—giving rest and health, and is moreover sure to regulate the bowels. the bowels. In consequence of this article, Mrs Winslow is becoming world-renowned as a benefactor of her race; children certainly do rise up and bless her; especially is this the case in this city. Vast quantities of the syrup are daily sold and used here. We think Mrs Winslow has immortalized her name by this invaluable article, and we sincerely believe thousands of children have been saved from an early grave by its timely use, and that millions yet unborn will share its benefits and unite in calling her blessed. No mother has discharged her duty to her suffering little one until she has given it the benefit of Mrs Winslow's Soothing Syrup. Try it, motners—try it now.– *Ladies' Visitor*, New York City.

Sold by all druggists. Price, 25 cents a bottle.

Brown's Household Panacea.

Is the most effective Pain Destroyer in the world. Will most surely quicken the blood, whether taken internally or applied externally, and thereby more certainly RELIEVE PAIN, whether chronic or acute, than any other pain alleviator, and it is warranted double the strength of any similar preparation.

It cures pain in the Side, Back or Bowels, Sore Throat, Rheumatism, Toothache, and ALL ACHES.

THE GREAT RELIEVER OF PAIN.

"Brown's Household Panacea" should be in every family. A teaspoonful of the Panacea in a tumbler of hot water [sweetened, if preferred], taken at bedtime, will BREAK UP A COLD. Twenty-five cents a bottle.

MUCH SICKNESS.

Undcubtedly with children, atiributed to other causes, is occasioned by Worms. Brown's Vermifuge Comfits, or Worm Lozenges, although effectual in destroying worms, can do no possible injury to the most delicate child. This valuable combination has been successfully used by physicians, and found to be absolutely sure in eradicating worms, so hurtful to children. Twenty-five cents a box.

DELICATE WOMEN, *Palefaced, Sickly* Children, the Aged and Infirm, alike are benefited by the Strengthening and Blood Making Power of "Hanington's Quinine Wine and Iron." It stimulates the circulation, improves the Appetite; and removes all impurities from the Blood. It is the *best* medicine you can take to give you *lasting* Strength.

THE HORRIBLE, UNSIGHTLY, BLOTCHES and PIMPLES, and the SALLOW, COLORLESS COMPLEXION can be QUICKLY and EFFECTUALLY replaced, by a CLEAR HEALTHY skin. The remedy is CERTAIN and EASILY PROCURED, and is simply "Hanington's Quinine Wine and Iron." taken according to directions. Try one bottle and be convinced. Price 50 cents per bottle; 6 for $2,50. For sale by all druggists.

Local Matters.

Sentment

The ladies in connection with the I. O. O.F. will make another effort to provide an audience for Mr. Stewart's lecture,—"Sentiment in Life and Literature." Mr. Stewart will positively deliver his lecture Tuesday evening in the City Hall.

Amputation.

A young man named Richard Evans, of Zionville, York, lately met with a very painful accident. While boxing with a colored acquaintance "on the barn floor," he injured his left hand so that amputation was necessary. The operation was performed yesterday at the Brayley House by Dr. Coulthard.

City Council.

Regular monthly meeting of City Council on Tuesday next. There are rumblings of a policy to be manifested on that occasion of such a character as, we trust, will insure the precipitate expulsion of its originators.

Bunyans Pilgrim Progress.

The entertainment given by the scholars of the Methodist Sunday School, Thursday evening, was well attended. The songs were good and the recitations given in a clear and decided tone. Mr. Mart Lemont, master of ceremonies in detailing the tribulations of the pilgrim awakened great enthusiasm among all present. The entertainment was an unqualified success.

Messengers of Spring.

Spring seems at length to have dawned upon us, and the surly temper of old Hiems has soothed itself before the mild wooing of gentle spring. The snow is rapidly beginning to disappear, and in favored places you notice that

"The yellow catkins cover
All the slender willlows over."

This morning two robins found their way to the city, and, whistling rather frightenedly, flew from one naked tree to the other for an hour or two, then with gladsome song went back to the woods again—so the small boys tell.

The Members.

The following may be convenient to our readers as it will show where our worthy legislators are to be found:

BARKER HOUSE.

Hon. Mr. Stevenson, Hon. Mr. Marshall,
" Beveridge, " Elder,
" McLellan, " Hutchinson
" Hill " Wood,
" Killam, " Barbarie,
" Lynott, M. P. P.'s and
Hon. Councillors Seely, Jones, Kelly, Young, Hamilton and Robinson.

QUEEN HOTEL.

Hon. Mr. Perley, Hon. Mr. Crawford,
" Covert, " Leighton.
" Gillespie, " Cottrell,

PERLEY HOTEL.

Mr. McManus, Mr. Ryan,
Mr. Kenny.

MRS. JASPER N. MURPHY'S.

Hon. Surveyor General Adams,
" Provincial Secretary Wedderburn,
Drs. Lewis and Vail.

BRAYLEY HOUSE.

Hon. Councillors Harrison, Hibbard and Flewelling.

COMMERCIAL HOTEL.

Councillors Lindsay and Lewis.

WAVERLY HOUSE.

Geo. Colter, M. P. P.

The remainder are quartered on the inhabitants.

—A meeting of the City Council will take place on Tuesday evening next.

Shocking Case of Suicide.

PETER McLAGAN, A YOUNG MAN, ONLY FIVE MONTHS MARRIED SHOOTS HIMSELF DEAD.

The neighborhood around the mouth of Tay Creek has been thrown into a state of great excitement. On Friday morning, Peter McLagan, a young man, quite respectable and in comfortable circumstances, left his house, as usual, to go to the barn and feed his stock.

About 20 minutes afterwards a young man named Young, who had been living in the house with McLagan, also went to the barn, but what was his horror to find McLagan

IN THE BARN, LYING BESIDE A WAGGON, DEAD.

He gave an immediate outcry, and on the household coming to the sad scene, it was found that the unfortunate fellow had died by his own hand. A pistol lay beside him, and showed evidence of having just been discharged. The body lying face downward in a pool of blood, with the pistol—one chamber empty—tightly clenched in the right hand. A large irregular hole was perceptible in the left breast caused by the bullet.

McLagan was always respected by the people of the neighborhood and no one had ever any fault to find with his conduct.

Every surmise as to the cause of the deed is lost in uncertainty, and nothing deduced before the enquiry by the Coroner, John L. Fletcher, Esq., showed the slightest cause. A verdict was returned in accordance with the above facts.

[Deceased was a subscriber to our paper.]

Personal.

Honorable Mr. Marshall got leave of absence till Monday, yesterday, pairing off with Mr. Beveridge. The St. John Members went home to-day.

Mr Patrick Gallagher, proprietor of the Little River slaughter house, has been in the city the past two or three days.

We may be pardoned for saying a word in this connexion. Year in and year out, for some time past, a few persons in St John have been endeavoring to get a bill passed, compelling slaughter house keepers to pay an unreasonable toll ostensibly towards the maintenance of the sanitary laws of the city. But as early as 1854 the owners of slaughter houses were obliged to leave the city, and since that time they have put up buildings at such distance from the city that the health officers declared them to be out of the way of harm to the citizens. But we are reminded of the rapacity of Cortez who would not be satisfied when Montezuma even doubled and trebled his ransom. St John, with all this, still agitates for more, as if she were desirous of putting these public purveyors out of existence altogether. Now, were the slaughter houses in the city, and the public health endangered, we should not wonder at the proprietors paying a special tax, but removed, according to the *ipsi dixit* of the board of health, *out of the way of doing harm*, to be asked to pay a special tax is simply an outrage, and unworthy of St John and its representatives.

Mob Law Restored.

The City Council has at last seen the fruition of their exertions in cutting down the pay of the police. Mr. Patrick Farrel a most efficient officer has resigned, and it is said Sergeant Woodward and Mr. Burden will follow suit. They ought now to abolish the magistrates office, and send Mr Marsh about his business. What the "buffers" of the Council hold is this, "That any slouch who is not able to defend himself going along the street, deserves to be licked." They forgot, however, to make any provision for females who have to pass the ruffianly corner congregations, and weak bodied persons who are not able to take their own part against the rowdies. We are not disposed to lawless doings, but we certainly think the City could not be blamed for turning out *en masse* at next Council meeting, expelling the astrocious Council and nailing up the doors till the honor and credit of the city can again be asserted.

Departure.

It is always unpleasant to record departures, spiritual or otherwise. We particularly regre to announce the departure of one of our credi itable young men, Mr Alfred Yerxa. He left for Woburn, Mass., this morning.

—Rev. Mr. Brewer will occupy the Methodist pulpit to-morrow. We have missed it twice already in making this announcement and thereby caused hundreds to proeeed to the church who would otherwise have stayed home, We hope Mr. Brewer will make no mistake this time.

Our Ottawa Letter.

To the Editor of the STAR.

The House resumed its duties this p. m., and things are looking more lively than they have been during the past 5 days. Nearly all the Ontario and Quebec representatives went home for Easter, and many others from the more remote Provinces either accompanied them or went out of the city on their own account. The Buildings have been as lonely as a grave yard.

The Debate on the Tariff resolutions will come to an end to-night. The "Fishery Award" question will come up for disposal to-morrow, and if that can be got through with the Estimates will be the Order of the Day on Thursday. However, the session will now run on into May, and if there is much talk over the Estimates, it will be well on in that month before prorogation will take place.

The 10th April is nomination day in Chateauguay, 17th polling. The Conservatives will make an effort to capture the constituency by running a Dr. Laberge in opposition to Mr. E. Holton, (son of the late member.) That the Government Candidate is a strong man is proven by the fact of his having been defeated by only 60 votes in an election for the Local in what has always been a strong Reform Constituency, but it can hardly be expected that he will carry the Constituency now against Mr. Holton who, in addition to the strength of party will undoubtedly have a strong sympathy in his behalf on account of the circumstances which place him in the field.

The local election in Chiticoumi, P. Q., which resulted in the victory of a Conservative by acclamation is very important as it secures beyond a doubt the postion of the Chapleau Ministry in the Province of Quebec, which to many appeared doubtful enough a few days ago.

It is said no less than eighteen Senators are directly interested in the motion of Sir Alexander Campbell in the Senate, respecting the filing of their property qualification at certain times during the first session of each Parliament. Of course your readers are aware that while no property qualification is required, as members of the Commons, $4000 clear of all debts, dues, etc., is required as member of the Senate.

The accompanying return will give you an idea of how the the N B Claims stand. I think the prospects good, judging from the view Sir Leonard Tilley takes of the matter.

Weather beautiful and spring like. Snow disappearing rapidly.

TOM.

Ottawa, March 30, 1880.

Local Legislature.

TUESDAY'S PROCEEDINGS.

The Grand Southern Debate.

At 11 o'clock Lynott moved the House into committee to further consider the Bill to extend the Grand Southern Charter.

Fraser rose. He said he did not wish at the outset to be considered the champion of useless expenses, but he would say he had heard with much pleasure the able advocacy of the scheme by Hon Mr Lynott. A great hue and cry had been raised about this road, and how ruinous it would be to the interests of the Province; but it was well to consider the relation our railroads bore to civilization. What great roads were to us in the days gone by railroads were now; and but for our railroads our people would leave our Province, not very fast because without railroads they could not leave it very rapidly. It had been said the House should never have granted this charter; but in 1874 the wisdom of the House granted the Charter and there were few dissenting voices. It was always easy to argue from the conclusion of facts, and it was quite easy for hon. gentlemen to oppose this road who had railroads in their own counties. But what was this House asked to do. They were asked to lay violent hands on the charter granted this company by the united wisdom of the House; but wherever the case came home hon gentleman would be found to side with a similar measure Then why should we not do to others, as we would have them to do unto us. It would seem manifestly cruel that we should do to this company what we had not done to any company before. Of all the companies incorporated, not more than two or three ever completed their charters within the time specified. One of these was the New Brunswick Railway Company. Why should the Legislature take this Company by the throat, and refuse it the same terms for its life that it granted to the others? He was as anxious as any Hon. gentleman in the House to save $280,000 to the province, yet he could not conscientiously oppose the granting of the sum. This project had been beset with obstructions from every quarter. The St. John and Maine Railway had thrown all its influence, legitimate enough, against the road and had endeavored to prejudice tenders and others in England against the road. He had personal friendship for the head of the opposing company, but dealing with the question on the ground of equity and right he flung the friendship to the winds. It was said the parishes through which the road ran contributed nothing towards the road, but did the counties through which the Intercolonial ran give any assistance in constructing that line?

It was well to bear in mind the time in which the contract was to be performed was not specified in the act: the terms were that the charter was to run for six years. Private corporations or individuals, in their relations one with the other, might take their pound of flesh, but the Government of a country could not do this: it had to be guided by equity and right. Mr Lynott had said to refuse an extension would be for the Government to plead the statute of limitations; but had the Dominion Government acted upon such a principle towards this Province, there are many claims we could never have recovered, and those we now ask for would never be granted. The opposing railway having thrown every legitimate obstacle ["Legitimate" was used here by the Attorney General as meaning *not unlawful*. This might be mean, despicable, and such as no man of honor would resort to. Think of sending round anonymous and lying pamphlets decrying the road, and of which pamphlets nothing was known only that they were printed in the *Sun* office, and were part of the price paid that ever-ready hireling who edits the *Sun*, for maligning the Grand Southern Company and writing letters to his own paper against said company. —ED.] in the way of Mr. Green the Contractor. And he attributed that gentleman's lack of success at a much earlier day, to just these causes. As to the road itself, he did not bind himself down to the belief that the line would be a mere local line. He believed it would be a competing line for much of the Montreal freight and while speaking of competition he thought that would be one of the good results to follow from the new line: a lower rate for freight and travel. And even though it had been shown to him that far less had been expended on the road than has been he would support the extension.

Gillespie—Have you a guarantee they will run the road when built:

Fraser—The nature of the location, sir, is its guarantee, but it was not our place now to speak of binding conditions, when at the time of the birth of the charter the House made no such demand. It was easy for Mr Gillespie to oppose railroads, because the Dominion Government built one by his door. [But no one would mind Mr Gillespie's selfish opposition. These men care for no one but themselves. They do not care if all the rest of the Province went to ruin, provided they get something for the counties they misrepresent.—ED.]

But he had regard for the interests of that company who had their money invested in that enterprise, and who were striving earnestly and perseveringly.

Davidson here interrupted—as he often does—Would the hon. gentleman oppose the Miramichi Valley Railroad if it were in a similar state?

After a fitting peroration the hon. gentleman took his seat and

BLACK AROSE.

This honorable gentleman followed in a speech which was a criticism of Messrs Lynott and Fraser's views, with a few such original ideas as the following interspersed.

Were the question now to come up before the House, whether we should subsidize those roads or not, there would be but one sentiment, Sir, go up from this House but now considerations of one kind and of another influence many members of the House. [Yes, we must confess that after a project has been tested, is a much better time to make speeches about its merits, than before it has been tested. A parrot can repeat what it has heard, and it does not take a very large sized philosopher to expatiate over the ills of the past. But Mr. Black would condemn the project *infuturo*, on his knowledge of its ersults.

We beg to tell Mr Black that the very railroad policy that any one can carp at now, was in the main an excellent policy: for who would be willing to go back to the old stage coach time. Perhaps Mr Black would. We have not the slightest doubt, however, but he would have voted for every subsidy granted.—ED.] He attacked the arguments put forward by the Grand Southern champions that the success of their road they based on the resources of the country through which it ran. He then referred to that disgraceful blue book, the report of the Secretary of Agriculture: and showed the reports were of the most unsystematic kind, and in many cases based upon the most unreliable foundation. [We were delighted to hear Mr. Black scathe this den of collusion and mismanagement; and the wonder is that other Hon. members have not followed suit. Two or three such diseased departments as the Agricultural office, would kill any Government—ED STAR.] Mr Black then went on to say that it was absurd to think the collapse of the Grand Southern would injure our Provincial reputation abroad as some gentleman had claimed. It he thought it would have this effect he would support the Bill. [We regretted to hear Mr. Black say this, because it showed he did not look at the question as between right and wrong, but as between right and expediency.—ED.]

AFTERNOON SESSION.

Mr. Black resumed in a very argumentative speech, taking up nearly an hour. He examined into the whole grounds of the case, and seemed to feel thoroughly satisfied that to extend the charter would be ruinous.

Hanington followed the Hon. gentleman, and said while much might be said, and had been said, against the extension of the charter much more might be said in its favor. Mr. Black had stated that he (Hanington) had propounded the theory that the County should carry a debt of $7,500,000 for public works.

Black No; What I did say was that it was your theory the County could carry this amount for public works.

Hanington thought the explanation mended the matter little: but what he did say, was a reply to the inference that repudiation would follow an increased public debt; and after pointing out that the *Times* had fallen into an error in stating his views on this point he argued that the countries with the largest public debts for great works were not the poorest off. There never was a time when men came to the front to ask for public grants that some people did not rise up and preach bankruptcy. When Sir Leonard Tilley and Sir Charles Tupper, men who were a credit to their respective Provinces, and to the Empire came forward and advocated their great works, a few of the frightened sort put up their hands and preached blue ruin and direful things for the country: but the results had shown conclusively how far reaching and how wise was the policy of the one party, and how groundless and unworthy were the fears of the other.

It was well to bear in mind that the half million, our Provincial debt, was not the result of over-expenditure on currant account, but for the Normal School, for suspension bridge and for our railways. We had not, in 1864, as much for ordinary expenditures as we have now. We spent last year $86,000 more for roads and bridges than we did ten years ago. For roads and bridges we spent $145,000 more last year than ten years ago. We were therefore not going behind. Referring again to the Grand Southern, we were asked not to load the Province with $280,000 in bonds; but this request came from a Company who had floated $2,000,000 in bonds, the contractors making a million out of the construction. We should not, forsooth, extend this charter, because it would create a competition in railroad trade; and would therefore destroy that trade. But surely we had all heard, and all believed that opposition is the life of trade rather than the death of it. Mr. Hanington continued at much length and his speech was a masterly one.

Woods, who opposed the Grand Southern made a speech, and it was something like this. He did not want it to go abroad that Mr Kay considered the building of the Grand Southern would ruin his road: [Though it was patent to every body that such was the case. Of course Mr. Wood was interested in expressing Mr. Kay's views. ED.]

Barbarie thought Charlotte had railroads enough, being gridironed with them.

Lynott said he might use a fact, not mentioned before, and that was that the line was not to be a local line merely, but a connecting link with Montreal, and a route between that city and St. John, 300 miles shorter than any now existing.

Barbarie then moved the following Section, in amendment to the Bill,

BARBARIE'S AMENDMENT.

In addition to the several duties imposed on the said Grand Southern Railway Company by the Act incorporating the same, or by any other Act or Acts of the Assembly in this Province; or by or through or under any contract or contracts between the said Company and the Government of this Province. it shall be the duty of the said Company by themselves or by their assignees or by their contractors, servants or agents, so soon as the railway be completed ready for traffic, to run at least one train daily, Sunday excepted, each way over the whole of the said line, said train to be sufficient in all respects to accommodate the public, both as respects the carrying of freight and passengers and to run at a reasonable and proper rate of speed and the said Company shall be liable to a penalty of $100 dollars for each and every day they shall neglect or refuse to run such train or trains over the said line of railway as hereinbefore provided; such penalty to be sued for and recovered by the Crown Officers of the Province, or by any person suing for the same, and when recovered to form a part of the public revenue of the Province, and shall, when so imposed and recovered, form a lien or claim in preference to any and all debts of every description, both upon the property of the said Company and upon the said Road, Railway Plant and Railway Stock of every description in whosoevers hands the same may come.

LYNOTT'S SUGGESTION.

Provided always that the provisions of this section shall not apply to cases in which the road may be blockaded by storms of any kind rendering it impossible to run such trains, or to cases of accident necessarily causing an interruption of trains.

FRASER'S ADDITION.

It being, however, hereby made obligatory and a duty upon the part of the company, within a reasonable time after such blockade, to remove the same and open the road for traffic, and also within a reasonable time after any such accident to restore the road again to a working condition.

Hill was prepared to accept this section and believed a similar condition should be imposed on all the railroad charters. [Mr Killam here began to tremble violently, for his road bids fair to put up the shutters one of those days till "times get better."—ED.]

Willis was glad the section had been accepted, for it had been said the road would never be run.

Lynott accepted the amendment with certain additions [which are incorporated above.]

Some hon. gentlemen were for pushing through the amendment and others counselled consideration.

Barbarie, especially among the latter, said it should be considered carefully, that it might go on the statute books as perfect as possible.

Wedderburn was surprised that the hon. gentleman should have lost faith in his own amendment.

Kenny suggested that the mover of the amendment better put it in the hands of its originator as he (Barbarie) did not understand it himself. The following was the vote with which the bill, and each section of the same was carried:

YEAS.	NAYS.
Stevenson.	Blair,
Frazer,	Killam,
Wedderburn,	Black,
Landry,	Ryan,
Adams,	Gillespie,
Crawford,	Hutchinson
Perley,	Beveridge,
Hanington,	Davidson,
Marshall,	Woods,
Thompson,	Morton,
Willis,	McManus,
Colter.	Barbarie,
Theriault,	White,
Johnson,	Butler,
Ritchie,	Turner,
McLellan,	Kenny,—16
Vail,	
Leighton,	
Cottrell,	
Hill,	
Lynott,	
Elder,	
Sayre,	
Lewis.—24	

This vote gave a good evidence of the unpurchasable character of the members of our Local Legislature.

Recess.

At 8 o'clock the House met again and considered the amendment as recasted The vote stood different from the former, the addition to the supporters of the Bill being nearly all on the side of the nays.

House adjourned.

Communications.

To the Editor of the STAR.

SIR,—My attention was directed to something that appeared in a paper issued at Moncton, called the *Daily Times*. Without going into details, I will simply quote what I refer to.

"Father McDevitt and Bishop Medley united in bringing members under the burning focus of their spiritual lenses."

The Metropolitan is of age and can answer for himself.

The editor of that paper, whoever he is, must apologize, or bide the result of the decision of a jury of our peers. I can't allow that thing to pass. If I have ever suborned or influenced any man to do an act contrary to his convictions, let him speak. It's time that the world should know that Catholic members are under no control but their own conscience.

We have submitted to this nonsense too long. The impression seems to be, that Catholics have no mind of their own, and are simply automata, led by their priest, and that they are obliged to say: "Yea, yea; and no, no." as he desires.

To show the injustice of the charge, I am not personally acquainted with any of the members, unless Messrs. Landry and Adams, and I only accidentaly met one of them the other day. I know Mr. Richey, have seen him several times, but not since Parliament opened.

We priests have too often been made the scapegoats of the people. I am not prepared to submit to it any longer. I have been here over thirty years, and if any man has aught against me, let him say so publicly and without reservation. I might have some influence over these gentlemen, for aught I know to the contrary. They have minds and would, I opine, be open to conviction like other people. But to say a word to these, I did not deem necessary. I had too much respect for their intelligence: being members of Parliament and sent here to represent their respective constituencies, they were, I naturally inferred, as intelligent and wise as ourselves.

Under these convictions, having some knowledge of right and wrong, I was satisfied that they would do what they thought right, regardless of consequences.

Yours, etc.,

J. C. MCDEVITT.

Fredericton, April 2, 1880.

A PURSE FOUND.

A practical Catholic found a purse on the street the other day and not finding an owner left it with me. The party whose it is, can have it at any time provided he shows his right to it and pays for this advertisement.

There is some money in the purse—how much we don't know since we did not count it.

J. C. MCDEVITT.

A Hardened Sinner.

Mr Fred Brown has now ceased to have any regard for his spiritual welfare and agrees with Prof. Tyndall that there is no conflagration. When asked if he intended to pay the salary of the Episcopal minister at Grand Falls as formerly, he stated that he was prepared to pay his funeral expenses, but in the meantime he must seek precuniary assistance elsewhere. It is generally supposed that Mr. Brown took offence because of the text taken by the rev. gentleman in a recent sermon—"*Thou shalt not lie.*"

—The Budget on Monday next.

Died.

At Fredericton, March 31st, of diphtheria, Ella J., beloved and only daughter of William and Kate Mackey, aged 4 years.

Thou'rt gone from us, little Nellie,
Thy home in Heaven must be,
Yes, loved one, there in angelic bliss
From sorrow thou art free.

For Sale.

200 Cords Dry Hardwood
75 Cords Softwood.

VERY LOW FOR CASH.

☞The above will be delivered wher ever ordered.

JOHN OWENS,
Queen Street

Fredericton, Sept. 30th, 1879.—tf.

$66 a week in your own town. Terms and $5 outfit free. Address H. HALLETT & CO., Portland Maine.

$72 A WEEK. $12 a day at home easily mad, Costly Outfit free. Address TRUE & Co. Augusta, Maine.

New Advertisements.

CANADIAN PACIFIC RAILWAY

TENDERS for a second 100 miles section West of Red River will be received by the undersigned until noon on MONDAY, the 29th of March next.

The section will extend from the end of the 48th contract—near the western boundary of Manitoba—to a point on the west side of the valley of Bird-Tail Creek.

Tenders must be an the printed form which, with all other information, may be had at the Pacific Railway Engineer's Offices, in Ottawa, and Winnipeg, on and after the 1st day of March, next.

By order,

F. BRAUNi *Secretary*,

Dept. of Railways & Canals, Ottawa, 11th Feb, 1880.

The reception of the above Tenders is postponed until noon on FRIDAY, 9th April next.

By order,

F. BRAUN, *Secretary*,

Dept. of Railways & Canals, Ottawa, 22nd March, 1880

MAIL CONTRACT.

TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, 30th April, for the conveyance of Her Majesty's Mails, on a proposed Contract for four years, three times per week each way, between Fredericton and Newcastle, from the 1st July next.

Conveyance to be made in a suitable vehicle drawn by one or more horses, subject to the approval of the Postmaster General.

The Mails to leave Fredericton on Monday, Wednesday and Friday of each week at 8 o'clock, a. m. reaching Newcastle on Tuesday, Thursday and Saturday at 4 o'clock, p. m.

And to leave Newcastle on Monday, Wednesday and Friday of each week at 8 o'clock, a. m. reaching Fredericton no Tuesday, Thursday and Saturday at 4 o'clock, p. m.

Printed notices containing further information as to conditions of proposed contract may be seen, and blank forms of Tenders may be obtained at the Post Offices of Fredericton, Boiestown, Doaktown, Derby and Newcastle.

JOHN McMILLAN.
P. O. Inspector.

Post Office Inspector's Office, St. John 15th Mar. 1880.

MAIL CONTRACT.

TENDERS addressed to the Postmaster General, will be received at Ottawa until Noon, on FRIDAY, 30th April, for the conveyance of Her Majesty's Mails, on a proposed Contract for four years, twice per week each way, between Fredericton and Woodstock by East side of River, from the 1st. July next.

Conveyance to be made in a suitable vehicle drawn by one or more horses, subject to the approval of the Post master General.

The Mails to leave Fredericton, on Monday and Thursday of each week, at 8 o'clock, a. m. reaching Woodstock in fourteen hours from hour of despatch.

Returning to leave Woodstock on Tuesday and Friday of each week at 9 o'clock, a. m. reaching Fredericton in fourteen hours from hour of despatch.

Printed notices containing further information as to conditions of proposed contract may be obtained at the Post Office of Fredericton, Nashwaaksis, Keswick Ridge and Woodstock.

JOHN McMILLAN,
P. O. Inspector.

Post Office Inspector's Office, St. John 15th Mar. 1880.

SPRING !

1880

JUST RECEIVED:

22 BALES AND CASES

NEW

WALL PAPERS!

IN

TINTS, GILTS, MARBLES, OAKS, AND COMMON.

A FEW PATTERNS

HANDSOME GILT DADOS.

JOHN McDONALD.

F'ton, April 1, 1880—3 mos.

TO LET.

THE SHOP at present occupied by ANDREW ANDERSON, Esq., opposite the New Post Office- Apply to
P. McPEAKE.

F'ton, Jan. 27.—Far Rep

TO LET.

THE SHOP at present occupied by MR. SAMUEL OWEN in the subscribers building, Queen Street. Possesion given 1st of May. Apply to
MRS. E. W. MILLER.

F'ton, Jan. 27. 1880.—tf.

TO LET.

A House situate on St. John Street, at present occupied by Mr. Joseph Winslow. Can be seen at any time. For particulars apply to
MR. T. McCARTY,
Regent Street.

F'ton, Feb. 26, 1880—tf.

TO LET.

A HOUSE with Barn and Garden attached on Charlotte Street, adjoining Robert McDonald, Esq. Also, Shop and Flat on Regent Street. Also a Flat on George Street.

D. CASEY.

F'ton, March 4, 1880.—tf

TO RENT.

THAT large and commodious House on King Street, adapted for one or two families or a Private Boarding House, with large Barn and out-buildings attached. Belonging to Walter G. Broderick. Apply to
C. BRODERICK.

F'ton, Feb. 24, 1880. tf.

TO LET.

THE Store and Dwelling House on King Street, and lately occupied by the late John D. Rainsford. The stand is a good one for carrying on a Town and County trade. The accommodation in connexion with the property is as follows:—A large Store fronting on King Street. Also, a small Store adjoining, suitable for Mechanic Shop or any small business. There is also a large Back Store and Woodshed and Barn attached.

JOHN MACKAY.

Feb. 3.—2mos. Far Rep 8ins.

TO LET.

THE House on Queen Street, opposite the Brayley House, at present occupied by Dr. Currie; also, the two stores or offices in same building, occupied by W. C. Brown, J. P. and Miss Davidson. Also, the lower flat of the House on Campbell Street occupied by Mr. Geo. H. Simmons. Possession given 1st of May.

RAINSFORD & BLACK.

F'ton, Jan 31, 1880—tf

House To Let.

MY BRICK HOUSE on Brunswick Street, occupied at present by A. A. Sterling, Esq. The House and premises are in first-rate order, making it a very desirable residence.

F'ton, Jan. 27, 1880. tf D Y

TO LET.

POSSESSION GIVEN IMMEDIATELY.

THE subscriber will let for a year or term of years, a nicely finished and situated Store 22x55 feet, at Gibson, formerly occupied as a grocery stand by W. R. Logan. The lessee will have a fine frrst proof cellar of the same size as the store. Enquire of

P. A. LOGAN.

Gibson, Feb. 12—tf

TO LET.

THE SHOP formerly occupied by Mr. Thomas Morris, in the building known as the "Albion Hotel." For further particulars enquire of
T. M. SPAHNN,
Queen Street, Fredericton.

jan15—8ins.

LAND FOR SALE IN YORK & SUNBURY.

FOR Sale on reasonable terms several FARMS and LOTS of LAND in and near Fredericton. Also, a Valuable Farm near Fredericton Junction, Sunbury County, comprising a large quantity of Intervale. Apply to
RAINSFORD & BLACK,
Carleton St., Fredericton

Fredericton, Sept. 18, 1879.—.

Farm for Sale.

A FARM of 100 acres (40 cleared), with good House, Barns, etc., well wooded and watered, situated about 5 miles from Woodstock and 1 1-4 miles from Jacksonville Corner. Will be sold on terms hereinafter to be agreed upon or exchanged for property in Fredericton.

Further information may be obtained by seeing John Camber or Hamilton Emery at Jacksonville, or J. C. Risteen, at Sash and Door Factory, Fredericton.

F'ton, March, 29, 1880—1 mo.

Far. & Sentinel.

FREEHOLD FOR SALE.

A LOT 132x40 feet, and House damaged by fire; corner of Brunswick and Carleton Streets.

THOMAS JONES,
Carleton Street.

F'ton, Feb. 19, 1880—1m

JAMES BOONE,

HARNESS MAKER,

Ferry Landing, Saint Mary's, York County, N. B.

Harness, Bridles, Saddles, Whips, etc

☞ Orders promptly attended to on reasonable terms. Repairing executed in a satisfactory manner.

Oct. 28, 1879.—6 mos.

WANTED.

A MAN who thoroughly understands farming and the care of horses and cows. Must be well recommended. Apply after 5 p. m. to Captain Hooper, Uplands, Fredericton.—March 27.

$5 to $20 per day at home. Samples worth $5 free. Address STINSON & Co., Portland, Maine.