POOR COPY

Miramichi and the North Shore, etc.

HAYARD'S MILL, Portland, St. John, was burned early yesterday, Wednesday morning.

FULL LIST of ocean going vessels entered and cleared at Miramichi will be found in another column.

ASSIGNED.—Messrs. B. Richard & Co. of Rogersville have assigned, their liabilities being placed at $8,000 and assets at 12,000.

COMING IN.—Two vessels—the Italian bark *Quartaro* and another, supposed to be the Austrian brig *Tacito*—were reported on the way up river yesterday.

INSURANCE.—Those who wish to insure property of any kind or invest in life risks will do well to apply to Mr. Gillespie, whose agency represents none but the most reliable companies.

REWARDING A BRAVE CASHIER.—Mr. Currie, the Merchants' Bank clerk who made such a bold stand against a burglar at Antigonish a short time ago, has been presented by the directors of the Bank with a gold watch and chain, valued at £100., as a testimonial of his bravery.

CAPT. SCOTT, the commissioner in charge of the fishery protection service, has left for the North Bay, to meet the Minister of Marine and fisheries, who intends going over the fishing grounds in order to satisfy himself as to the advantages that are being derived by the Americans in that locality.—*P. E. I. Examiner.*

LIVERY STABLE.—Mr. Jas. P Searle has purchased the Livery Stable stock and outfit of the late John A Ward of Chatham, and is continuing the business on the same premises. He has at present six horses and a variety of waggons and carriages and will, no doubt, command a fair share of public patronage.

BAZAAR.—The Roman Catholics fo Chatham intend to open a grand Bazaar at the Skating Rink on Tuesday, 2nd August, and continue it for several days. They are making such preparations as will, no doubt, make the affair an unusually attractive one. Full particulars will be given next week.

THE BORZONE AND ATLANTIS:—A cable from Dublin to Mr. Henry Muirhead announcing the arrival of the Atlantis, and one from Larne to Mr. R. R. Call announcing the arrival of the Borzone were received here the same morning. These vessels crossed the bar on the same day on their outward passage. They were forty-three days out. *Advocate.*

THE WILBUR HOUSE.—Mr J H Wilbur, who has owned and managed several hotels in New Brunswick towns, and is well known and popular with the travelling public, will take charge of the Gibson House at Woodstock on Monday next having purchased the property. The name will be changed to the Wilbur House.

THE GARDEN PARTY AND SALE to be held at the attractive grounds of Jas. Mitchell, Esq., to-morrow, Friday evening ought to be well patronized. The "Nelson" is to leave her wharf, Chatham, for Newcastle at 7.30, and return at the close of the party, fare for the return trip being only 25 cts.

TOO MUCH PARIS GREEN OR LONDON PURPLE—Most farmers have learned how to use Paris green or London purple by thoroughly mixing one pound of poison with 100 or more of finely ground plaster. Occasionally some inexperienced person uses more, and always with bad results. Too much Paris green or London purple kills tender foliage of young potato plants and it will not kill the bugs as it repels them and they do not eat it.

ASHORE.—The Italian barque *Armenia*, 675 tons, inward bound, went ashore on Sunday morning about four o'clock about 100 yards from the north channel, Miramichi bar in 11 ft water at high tide. Owing to the easterly storm her position has been rendered the more hazardous. The tugs *St Andrew* and *St George* endeavored to tow her off on Tuesday but could not. She is making about 2 inches of water an hour and will, probably, be got off when the tides are fuller.

THE MARITIME BANK.—President Maclellan and directors Tapley and McMillan were examined before the Bank liquidators, yesterday afternoon. One of the liquidators stated this morning that the affairs of the Bank were looking a trifle brighter and that several amounts had been paid in, which they did not expect for some time.

Mr. Maclellan, who has been under surveillance for about a month past, was granted his freedom this afternoon, on an order issued by Chief Justice Allen.

Marttime paper is now selling for 50 cents on the dollar.—*Globe* of 12th.

THE RY. BRIDGE:—It is understood that the superstructure of the projected railway bridge to cross the St John River, at Fredericton, will be built during the coming fall and winter, probably by the Dominion Bridge company of Montreal. A steel bridge on piers of masonry is contemplated, having spans of say 250 feet. The probable location is at the lower end of the town from Gibson to Sunbury street. This will necessitate a draw for the passage of the river boats and other craft.

OATS FOR GROWING COLTS—There is no age in the horse's life when oats are not a good feed for him. A young colt may be taught to eat them very early, and they are absolutely necessary when the mare's milk begins to fail, or it becomes time to wean him. If oats are scarce divide them between the growing colts and the working or driving teams. The latter have learned to eat anything, and in careless hands are often over-fed with grain to save the labor of the grooming needed to keep them in good condition for working.

ST. JOHN'S CHURCH BAZAAR came off in Chatham skating rink on Tuesday afternoon and evening and was a great success. The decorations were in good taste, and the display of useful and fancy articles quite attractive. The refreshment tables were well supplied. The strawberries, ice cream and lemonade were so good as to command a large sale. The tea tables were well patronised and the attendance during the evening was large and represented all classes in the community, showing that St. John's stands high in popular good-will. The receipts amounted to about $300.

PROVINCIALISTS IN THE UNITED STATES—Mr Geo C. Flett, formerly of Miramichi, is foreman of the extensive ticket department of the Rand-Avery Supply Co., Boston.—Mr R M Armstrong, the Massachusetts Secretary of Y. M. C. A., is a native of St John, N. B., and a former compositor on the Boston *Traveller*.—Miss Bursie Stanger, of Fredericton, is a student at the Boston Conservatory of Music.—Thos. L Powers, who moved from Fredericton, N B, to Illinois, in 1851, and moved to Kansas in 1879, is one of the proprietors of the Stirling *Daily Bulletin*. On the 3rd inst., more than fifty of his friends gathered at his residence to celebrate his semicentennial birthday. They presented him with an elegant easy chair, a gold watch and chain, a gold headed cane, silk umbrella, study-chair, &c., &c. He is immensely popular among his acquaintances, and is recognized on all sides as a man of much ability and worth.—*Boston Provincialist.*

New Time Table Northern & Western.

The new time table on the Northern and Western railway went into effect on Monday, July 11th. By the new arrangement, trains will be run on eastern standard time, and will leave Gibson at 6.45 a. m., Marysville. 7.10 a. m., arriving at Chatham Junction at 1 o'clock, and Chatham 1.50 p. m. Close connection will be made at Chatham Junction with No· 35 I C R. accommodation train going north. Returning trains will leave Chatham at 4.45 a, m., Chatham Junction 5.20 a. m., arriving at Marysville at 10.50 a. m., and Gibson at 11. By this early train from Chatham close connection will be made from all points east and west on the I. C. R., and at Gibson with the New Brunswick railway. The time given above in all cases is standard time. The distance between Gibson and Chatham is 116 miles.—*Gleaner.*

The Ludlow Church Consecrated.

On Saturday morning left about 150 ladies and gentlemen from Fredericton and St. John went by the Northern and Western train to Ludlow, where the new church of St. James the Great was to be consecrated by the Metropolitan. Among the party were the Metropolitan and Coadjutor, Bishops and 15 clergymen, who took part in the service.

After a two hours ride Ludlow was reached and the party alighting allowed themselves to wander about the place, which, though not thickly settled, showed evidences of prosperity and growth. The bishops and clergy robed at a neighboring house and marched in procession to the church singing "Jesus with Thy Church Abide." The beautiful, impressive consecration service of the church of England was then proceeded with, Revs. Canon Medley, F Alexander, G G Roberts, J H Talbot, W Jaffrey, T Dowling, J DeW. Cowie, S Neales, A J Lowndes, R Smith, H Montgomery, W McKiel, C Hanington, C Hatheway, B Hooper, N C Hansen assisting. A very interesting address was delivered by the lord bishop upon the founding of the church at Ludlow. Rev. J H Talbot, of Moncton, preached from Genesis xxviii, 19. The collection at the morning service for the building fund amounted to the very handsome sum of $148. Every person present was delighted with the church and enjoyed he day thoroughly. The party returned to Fredericton about 8 p m.

Kent County Court

At the July term, Judge Botsford presiding, the following docket was entered: —

1 James Seely v James Hyslop; C J Sayre, plaintiff's attorney; H H James, defendant's attorney

2 Martin Flanagan v Henry O'Leary; C Richardson, plaintiff's attorney. J D Phinney, defendant's attorney.

3 Keady v O'Leary; C Richardson, plaintiff's attorney; J D Phinney, defendant's attorney.

4 James P Caie v Fidelo C Vantour; J D Phinney plaintiff's attorney: C Richardson, defendant's attorney

5 James Seely v Wm Hyslop C J Sayre, plaintiff's attorney; H H James, defendant's attorney.

Bastardy Docket.

The Queen at the instance of the Overseers of the Poor for the Parish of Harcourt v Henry Howard; R Hutchison, Clerk of the Peace.

Seely vs. Hyslop (covenant) was tried and resulted in a verdict for plaintiff for $180.34; Flanagan v. O'Leary was settled between the parties after the trial was entered upon; Caie v. Vantour, and Seely v. Hyslop (assumpsit) were made remanets by consent.

The bastardy cause was within, the parties having settled. In the review case, Mary Collins v. Henry Budd, his honor refused to hear the argument to set aside the nonsuit on the ground that the affidavit upon which the order was granted, was not sufficient. Mr. James for plaintiff. Mr Phinney for defendant.

Court adjourned sine die on Friday.

Sheriff Wheten attended the court for the first time in his official capacity.—

Letter From Postmaster Adams.

To the Editor of the Advance.

SIR:—In the ADVANCE of the 7th inst there appears an extract of what purports to have been a speech delivered by the Hon. Peter Mitchell in the House during the last session, and as Mr. Mitchell has taken occasion to make some strictures upon the management of the Postoffice here and to a certain extent to impugn my honesty. I beg that you will allow me the liberty of replying thereto. There are two sides to every story and this one is no exception. Mr. Mitchell's statement that this as one of the distributing offices of the County did not send his papers to the other offices but had deliberately made away with them is wholly without foundation and is wanting in even the semblance of truth. His paper was as regularly distributed as any paper that came to this office and not one day elapsed between our receiving it and distributing it amongst the offices for which they were intended. On nomination day I heard that Mr. Mitchell had made an attack upon this and the Newcastle office, and I at once, called upon Mr. Mitchell in person and inquired into the matter. He stated to me that he had not attacked the management of Chatham office that he had no complaint to make against it and that he heard it was properly conducted. I invited him into the office showed him his papers in the distributing boxes informed him that I kept them there two weeks (not two days as stated by him) and then had to put them aside to make room for his and other late editions as we were pressed for room during the campaign. He again stated he had no complaint to make against this office and seemed perfectly satisfied with the explanation made by me and it is therefore strange that he would attack me as he has done in the House and make statements which going to the country as they have done without being contradicted leaves me in a not too enviable position. I am sorry for Mr. Mitchell, sorry that it is necessary for him or any other person to be compelled even in his own interest to make statements with as little regard for truth as he appears to have had when he made those referred to.

I feel confident that the Liberal Committee of Chatham will give me the credit of having done my duty by them as fully and as faithfully as I did it towards the party which I supported, and that however I may have felt about the election, and towards the candidates it in no manner affected me in the performance of the duties of my office. Hoping that the above will correct the not too enviable notoriety which the publication of this speech has given me. Your obt. servt.

R. B. ADAMS.

The N. & W. Railway.

[For the GLOBE.]

The journey of the observation party over the Northern & Western Railway has served the excellent purpose of directing public attention to this new and important highway. In the first place it has demonstrated that the character of the road is such that passenger trains can be carried over it at a speed equal to the maximum adopted on any Canadian line. For a time and that, too, over the most difficult section of the road, where the curves are the greatest and the grades the steepest, the excursion train was run at the rate of fifty miles an hour. and the whole distance, some 117 miles, was covered in a very little over three hours running time, and could have been done even more quickly if the speed had not been slackened on the latter and easier part of the route. It will be quite an easy matter. when the Fredericton railway bridge is constructed, to make the journey from St. John to Chatham, *via* Fredericton, in about five hours, so that a passenger can leave St. John in the morning and take his dinner in Chatham. From this it will be very clear that when once this bridge is constructed the Northern & Western Railway will prove, in conjunction with the New Brunswick Railway, a formidable rival for the Intercolonial for the trade between St. John and the North Shore. The distance by the two routes is practically the same, and thus the completion of this railway and the bridge will give St. John the advantage of a competing line for the trade of the North Shore. This will constantly have a tendency to remove any disadvantage under which the people of St. John may labor under the traffic regulations over the I. C. R., or if that is putting the case too strongly, will give them the advantage or competition, the natural consequence of which is to develop intercourse between the two localities thus connected by rival railways. This year the N & W is an independent line, with the business of which St. John has little to do, but next year it will be a part of a through line whereof St. John will be one of the termini. It is generally known, of course, that Parliament has voted a subsidy of $300,000 for the Fredericton railway bridge, and as this is the sum which Mr. Gibson and the other promoters asked for, the work will be at once undertaken and probably be completed next year. The bridge will unite the New Brunswick railway with the N.&W., and therefore any efforts which the latter may make to develop a trade over its line between the North Shore and St John will be promptly seconded by the former company.

Upon its own merits and apart altogether from its present or prospective value as a thorough line of railway the N. & W. is worthy of being held in high estimation. The possibilities before it in the way of local development are almost incalculable. The value of Marysville as a feeder to the traffic of a line of railway is only beginning to be understood, while the beautiful Nashwaak valley must take a new lease of prosperity under the influence of the road and the industries which are sure to be established along its line. Probably there is not in the whole province a more beautiful river valley than that of the Nashwaak, and although it has already made much progress, it is like all places which have hitherto been remote from highways of travel—capable of very much greater advancement. Stanley parish is already one of the finest agricultural sections of the province, but one only needs to look from the car windows to see what a vast extent of the finest land yet remains unoccupied. As a matter of fact the railway does not run within several miles of the Stanley settlement. A company has been incorporated to build a line from Cross Creek station up through Stanley and thence into Carleton county through the heart of the fine settlements lying to the east of the St John and as far as the Tobique river. Some day this line will be built and will prove a very valuable feeder to the N & W, and will in its turn serve to develope the truly magnificent region through which it will pass.

At Boiestown the right kind of energy would soon make a second Marysville. There is no method of approximating the value of the lumber yet uncut upon the Miramichi and its tributaries. For the growth will, under any sensible management, be almost, if not quite equal to the annual cut. It may be fairly said that for practical purposes the supply is really inexhaustible. Of cedar, the quantity is prodigious and the quality the very highest. Spruce, hemlock and hardwood abound, and there is yet considerable pine, especially of a class suitable to be manufactured into short lumber. It is worth remarking in this connection that of the great area drained by the South West Miramichi a large part is practically unknown. At present the local government have a surveyor inspecting the land and timber in a part of this section and his report will be looked forward to with great interest. Enough, however, is known to warrant the statement that no more promising field is open to a smart business man with some capital than is afforded at Boiestown. This opportunity is commended to some of the young men of St. John who can command means, and who have had some practical experience in business. Such persons will find in the Northern & Western Railway and Mr. Gibson good friends, who do anything which can be asked in reason to assist in the establishment of any industrial enterprise along the line of this railway.

But it is not only at Boiestown that an opportunity is afforded for investments of this nature. There are other points which some persons might prefer, for it must be remembered that from Cross Creek to Blackville, a distance of over seventy miles, the railway passes through a district in the infancy of its development but capable of great things. If, instead of looking to the West or making an attempt to share in the already too much divided business of the cities, our young men would establish themselves in some such district in New Brunswick as that intersected by this railway they could insure themselves a prosperous future by the practice of no greater diligence and self-denial that is requisite to achieve even partial success elsewhere. The history of our own province and of Canada is full of instances where men have by seizing such opportunities as these, established themselves in most enviable positions.

Reference has already been made to the agricultural capabilities of the section intersected by the road, but there is one phase of this subject worthy of more extended reference. Northern wool is regaining in the United States the popularity which it lost a few years ago, and many of the woolen mills are taking out their machinery for the manufacture of the fine grade of southern wool and replacing it by machinery suited to the coarser northern wool. In the market Maine wool takes the front rank among the northern product and New Brunswick wool is classed with it, the two being sold indiscriminately together. Northern mutton has always been regarded as preferable to any other, and it is quite correct to say that the American market will take, notwithstanding the duty, all the wool and mutton which New Brunswick can send for years to come, no matter how greatly the sheep raising industry may be developed. I have the authority of experienced dealers for saying that sheep farming in New Brunswick, with a view of supplying the American market, can be most advantageously prosecuted. No place in New Brunswick possesses greater facilities for such a business than the section of country through which the N. & W. Railway passes. There are wide intervals on which hay and other crops necessary can be raised and well watered highlands which, at slight expense, could be converted into excellent pasture. Perhaps the ideal locality in the province for such an establishment is Mr. Gibson's farm, some three miles above Marysville, but I do not know that he cares to sell it. There are many other localities, some of them possibly quite the equal of this, where a larger area could be procured and sheep farming be prosecuted under very favorable circumstances. An investment of $20,000 in such a business might be reasonably expected to return a dividend of 20 per cent per annum. Every calculation that I have seen made puts the percentage higher than this, and the average per centage of profit on sheep raising over the United States, as calculated by the Department of Agriculture upon most elaborate statistics, is over 30 per cent.

As a through line from Montreal to the North Shore and Prince Edward Island the N. & W. will doubtless play an important part. It may reasonably be expected that the enterprising management of the road will not be long in providing all necessary facilities for the quick and inexpensive transportation of goods from the eastern terminus of the road to P. E. Island, and on the completion of the Fredericton bridge this railway will be a formidable competitor with the Intercolonial for the trade between the Island and the United States, especially since when the goods once touch the St. John at Gibson the alternative of water carriage will be presented, which will ensure low freights over the railways between Fredericton and Boston. Whether the time will ever come when Miramichi will become a terminus for Atlantic steamers carrying light freight, mails and passengers, to be taken thence to Montreal and Boston by the shortest possible route, viz, the N. & W. railway and the Short Line, may be a matter of question: but it did not seem so to Sanford Fleming, C. E., in regard to Shippegan, which is a few miles nearer Europe by water than Chatham, but is farther from Montreal via Boston by rail.

The following statement of distances will be interesting in this connection:

From Boston to Liverpool, via the N. & W. Railway to Miramichi, the distance is 2,991 miles, of which 559 are by rail and 2,551 by water.

From Boston to Liverpool, via the I. C. R. to Halifax, the distance is 3,212 miles of which 732 are by rail and 2,480 by water.

As on the completion of the Short Line the railway between Mattawamkeag and Fredericton Junction will be common to all routes to the west, it follows that the difference of 182 miles by rail and 139 miles by water will hold good in respect to Montreal, New York or any other point west. If it were thought desirable to make a port on the west of Ireland the European terminus of a fast line of mail express and passenger steamers, the route via Miramichi would be still more shortened as compared with Halifax, and if as compared with Halifax this as compared with any other port in Canada. It would be an easy matter to still further shorten to some extent the railway route from Fredericton to the West if it were desirable to do so in the interest of through travel.

From these facts it will appear that as the great question of transcontinental travel, and of fast time between the old world and the new is under consideration, the claims of the N. & W. Railway to form a part of any through route can hardly be overlooked.

The fish trade from the Gulf bids fair to assume larger proportions every year, and this road will be admirably adapted to carry the fish to the West, after the completion of the railway bridge at Fredericton, For example: Chatham to Fredericton Junction via the N & W Railway is 139 miles; while between the same points via the I. C. R. the distance is 214 miles. From Richibucto over both routes the distance is now practically the same, but the construction of a short railway through an easy country would make the distance from Richibucto to Fredericton Junction about 40 miles less via the N & W than via the I. C. R. In other words the distance from the two principal North Shore fishing ports to Fredericton Junction, a point in common to both routes to the West, will be less than the distance from the same points to St. John. Under these circumstances it is evident that the N. & W. Railway will be in a position to be a formidable competitor for the fish trade of the Gulf.

The Central railway company contemplate extending their line from Grand Lake to Doaktown, there to unite with the N. & W. This cannot fail to be an important feeder to the N. & W. That there is a great future before the Grand Lake coal mines seems quite certain. It is a good steam coal in furnaces constructed for it use; it is a prime blacksmith coal, it is unsurpassed as a cooking coal, and is probably the cheapest coal in the world. Coal and coke will be carried over the Central to Doaktown, and thence to the I. C. R., or to deep water at the Miramichi, to be sent to Quebec and points west by rail or vessel. Whatever magnitude this business may assume, it is safe to say that it is an element which must be taken into account in estimating the future of the Northern & Western Railway.

It would be necessary to prolong this article to an unreasonable length to speak of the advantages which the country intersected by this railway offers to the sportsmen. They are known to be great, and are becoming more and more and more appreciated every year. Tourist travel over the railway to the fishing and hunting grounds as well as to the pleasure resorts upon the North Shore will, in the course of a few years, materially add to the summer business of the road, which is by no means unlikely to become what its enterprising projectors deserve it should be—a very valuable piece of property.

X.

Astonishing Success.

It is the duty of every person who has used *Boschee's German Syrup* to let its wonderful qualities be known to their friends in curing Consumption, severe Coughs, Croup, Asthma, Pneumonia, and in fact all throat and lung diseases. No person can use it without immediate relief! Three doses will relieve any case, and we consider it the duty of all Druggists to recommend it to the poor, dying consumptive, at least to try one bottle, as 80,000 dozen bottles were sold last year, and no one case where it failed was reported. Such a medicine as the *German Syrup* cannot be too widely known. Ask your druggist about it. Sample bottles to try, sold at 10 cents. Regular size, 75 cents. Sold by all Druggists and Dealers, in the United States and Canada.

LITTELL'S LIVING AGE.—The numbers of *The Living Age* for June 25 and July 2 contain The Non-jurors, Quarterly Victorian Literature and Thomas Stevenson, Contemporary; The Present Position of European Politics: The United Kingdom, Fortnightly; The Restorers of Florence, Blackwood; Coleridge's "Ode to Wordsworth," Macmillan; The pigeon as a War Messenger, Cornhill; The foreigners in London, and The Albatross, and the Frigate-bird Spectator; with instalments of "Major and Minor," 'A Secret Inheritance,' 'Richard Cable,' and 'Major Lawrence,' and Poetry.

The number for July 2d begins a new volume.

For fifty-two numbers of sixty-four large pages each (or more than 3,300 pages a year) the subscription price ($8) is low; while for $10,50 the publishers offer to send any one of the American $4.00 monthlies or weeklies with *The Living Age* for a year, both postpaid. Littell & Co., Boston, are the publishers.

Lucky Boston.

At the last drawing of the Louisiana State Lottery held in New Orleans June 14, New England was especially favored by the blind goddess, as parts of both the second grand prize of $100,000 and of the fourth prize of $25,000, as well as a great number of smaller prizes, were drawn by tickets held in Maine and Massachusetts. Mr A B Clark and Mr R J Tuffin of this city each held a portion of the ticket that drew the fourth grand prize, and each are correspondingly elated. Mr Tuffin is janitor in a large wholesale establishment on State street, and is a conscientious, well-to-do laborer, possessing the entire confidence of all who know him. Since his marriage a few years ago it has not been his custom to purchase lottery tickets, but last January he entered a "combiner" composed of his fellow employees, and again began investing a dollar each month in the Louisiana State Lottery. At first, when approached by a *Courier* reporter, Mr Tuffin was rather reticent, and preferred that his good fortune should be as little heralded as possible, "for," said he, "my friends will all think I am a great deal richer than I am, and will be wanting me to contribute thousands of dollars morning, noon, and night to some scheme or other, and I think, therefore, the less said about it the better. When I draw the grand capital which I expect to do soon, you may write whatever you please, and print my picture on your first page to boot, if you wish." As the speaker's objection, however, was principally due to a commendable modesty, he was not hard to convince that it was his duty to sacrifice his personal feelings in the matter for the sake of the public good. It only need be added that Mr Tuffin has wisely invested his unexpected fortune, and that his faith in the honesty and enriching power of the Louisiana State Lottery is greater than ever.—*Boston* (Mass.) *Courier*, July 2.

CARD.

To the Electors of the County of Kent.

GENTLEMEN:—I beg most respectfully to announce to you that I will be a candidate for your suffrages at the approaching election of a member to represent you in the House of Assembly.

It seems to be conceded all round that in justice to the English speaking people of the County, one of their number should be returned as your representative at this time, and that the choice should be left to them.

While I believe that neither race nor creed should be considered a qualification for a representative of the people in this free country composed of all nations and creeds, yet, perhaps, all other things being equal, it would only be graceful that the vacant seat should be conferred upon one speaking the English language as his mother tongue.

If this be so then the choice of the Candidate would seem fairly to belong to the English speaking people themselves and our Acadian brethren should loyally assist them in returning the man of their choice.

I have endeavoured, in the short time that has elapsed since the announcement of the election, to obtain a meeting in convention of the people for the purpose of making a choice of a candidate, but time has not permitted the accomplishment of that object.

I know that my Candidature is approved, however, by a large number of the electors, and from the support I have received in the past I can fairly assume that my claim to be the choice of the English-speaking people of the County is well founded.

I have run several election contests in the County, and have had the honour of representing you for one term in the General Assembly and in every contest I had the proud boast to make that I received a large majority of the votes of the English-speaking people.

At the very last election, a little more than a year ago, I led the poll in every English-speaking polling district in the County.

I am induced to believe that I will receive a generous support from my Acadian friends also, as many of them especially from Dundas, where I had the honour last election of being placed at the head of the poll, have strongly urged me to offer at this election and assured me of a liberal support.

With those preliminary explanations, gentlemen, I now most respectfully solicit your votes and influence in the coming contest.

I need not inform you that in politics I am a Liberal and will support any government that will carry out the great principles of the Liberal Party.

I am now, as I have ever been, an advocate of the extension of railways, believing that the time has come when they are as essential to the business and commerce of the Country as the common highways formerly were.

I will, if elected, do my best to promote the great *Shore Line Railway* from Cape Tormentine *Via Grandique and Cocagne*, to Chatham, for I am convinced that the prosperity of the County of Kent, through which the line would pass for sixty miles, depends largely upon the building of that road.

I will in the meantime strenuously advocate the immediate building of that portion of the road lying between Buctouche and Richibucto and I will set my face against any policy of delay in constructing that important section.

I will agitate, to the best of my ability, connection with the Central railway now building from Fredericton to Apohaqui at some convenient point on the Intercolonial railway in the County of Kent, which connection would, in my opinion, assure the rise and progress of the villages of Kingston and the Shire-town, being the shortest possible route between Fredericton and Prince Edward Island.

With railway connection with Shediac, Moncton, Fredericton and Chatham, and the banding together our own County towns and villages, the future progress of the County of Kent on the road to wealth and prosperity is certain beyond all reasonable doubt.

The lumbering business of the County now fast falling into decay demands that other branches of business be opened up to give employment to the people, and it can only be secured by railroads.

After what we have witnessed in that direction in the past twenty years who is the man bold enough to say that all these things may not be near at hand?

If you desire to secure these advantages come forward now to the polls and help me to a position where I shall be able to raise my voice and use whatever talents I may possess to obtain them for you.

Your general local wants—roads, bridges and such like—shall always have my watchful care and attention and I will endeavour to secure as large a share of the public expenditures for such purposes as it is possible to obtain.

The promise which I made to you in my last card, addressed to you at the last election, I now repeat,—I will, if returned, strive to secure a reduction in the present rate of stumpage, which is further crippling the depressed lumbering interests of the Province.

I will support and endeavor to pass a law that will secure to the laboring man the fruits of his labor, so that he cannot be deprived of his wages under any circumstances.

I am an advocate of a better mode of administering our Crown Land affairs. I want a liberal policy pursued towards our hardy pioneers of the forest, and would secure to them greater privileges than they possess under the present system, and greater security for improvements made on the Crown Lands. Under the present plan it often happens that improvements *bona fide* made by one person are afterwards granted to another without adequate compensation being made.

I am an advocate for a union of all the Maritime Provinces of the Dominion, and I feel assured that in order that we may cope with the other Provinces and hold our own in the Councils of the country, it is necessary that some combination of the lower provinces be entered into to give them more political power and influence in the general Legislature at Ottawa than we now are able to wield. The great territories of the North-west will soon be coming in and asking for further representation in Parliament and if our Provinces remain disunited, maritime interests will be jeopardised and sacrificed to the interests of the west.

I am for lessening the cost of running the Government of the Province, for the abolition of the Legislative Council, and for the administration of the local affairs by one Legislative Assembly. These reforms, in my opinion, can only be secured by a Maritime Union.

The time is at hand when all these subjects will demand the serious consideration of the representatives of the people, and if you think me competent to take a part in these important matters and able to vindicate your interests therein, vote for me now as your representative.

Not only the subjects above referred to, but all other matters affecting your rights and interests will, should I be honored with your confidence, always receive at my hands the best attention which my humble ability will allow.

My intention is to address the electors in as many districts as convenient before the election, and I trust as many of you as may feel interested in my election will come and hear what I have to say on the public questions of the day.

I am gentlemen, Your obed't servant,

CHARLES J. SAYRE.

Richibucto, the 11th day of July, A. D. 1887.

CARD.

To the Electors of the County of Kent:

GENTLEMEN—A vacancy having occurred in the representation of the County in the Local Legislature, I have been requested by a number of you to offer as a Candidate, and after consultation with my friends in the several parishes, in view of the assurances of support which I have received, have decided to do so.

For this purpose, it will be necessary for me to resign the offices in the gift of the Provincial Government which I now hold, but I need scarcely say that I regard as much more honorable and important, if not so remunerative, the position of representative of this, my native County.

If elected it will be my effort to inform myself as to your local wants, to meet your just and reasonable expectations with reference to the Road and Bridge services, and, generally, to faithfully discharge my duties as your representative.

Believing that the present government has, in general, well administered the affairs of the Province, I will be prepared, if elected, to give it a fair and honorable support, so long, as, in my opinion it continues to merit it.

At the same time I will seek by every legitimate and proper means to secure a reduction in the rate of stumpage upon lumber, which now bears so heavily upon one of the principal industries of our County, in common with the other North Shore Counties.

I will support and vote for a good lien law, adapted in my judgment, to the requirements of this Province, by which the lumberman and mechanic may be, to some extent, protected, and secured in the payment of their hard earnings in the case of the insolvency of, or trausfer of property by, the employer or merchant.

I will favor legislative enactments and grants to encourage the colonization and settlement of our own people in the County as has already to some extent been accomplished.

My sympathy and support will be given to such legislation as will tend to promote habits of sobriety amongst our people, and render more effective the laws now upon our statute book having for their object the advancement of the Cause of Temperance.

In view of the spread of education amongst all classes through the influence of our Common Schools, Seminaries and Colleges, I think the time has arrived when the franchise should be enlarged and the right to vote given to every man who has reached his majority,—without regard to property qualification.

I will be prepared, on every proper opportunity, to encourage the construction and extension of the Branch Railways now projected in the County, and the obtaining of such aid therefor as the Province may be financially in a position to give.

I will endeavour to see as many of you personally as I can before Polling Day, but as it will be impossible for me to call upon all, I would now ask those who are favorable to my election to do what they properly can to bring about that result, without waiting for a personal canvass.

I am, Gentlemen, your obd't servant,

J. D. PHINNEY.

Richibucto, July 4 1887.

DIED.

On the 11th inst, at the residence of his mother, Chatham, after a peaceful and happy resignation to the Divine Will, Samuel W Fine, aged 21 years, of consumption.

MARRIED

At the residence of the bride, on the 11 inst., by the Rev T G Johnstone, Mr George A Green, to Miss Nancy F Vickery, both of Blackfield.

NEW GOODS!

NEW PRICES!

BARGAINS! BARGAINS!

BARGAINS!

NEW Ladies' Jerseys,
NEW Dress Goods,
NEW Cambric Prints,
NEW Ribbons, Laces,
NEW Gloves, Hosiery,
NEW Umbrellas, Parasols,
NEW White Curtains,
NEW Colored Curtains,
NEW Corsets Busttles,
NEW Scrim, Muslins,
NEW Men's Suits,
NEW Boy's Suits,
NEW White Shirts,
NEW Colored Shirts,
NEW Collars, Neckties,
NEW Unders, Drawers,
NEW Hats, Caps,
NEW Shirtings, Cottonades,
NEW Cloths, Homespuns,
NEW Boots, Shoes,
NEW Trunks, Valises,
NEW Guns, Revolvers,
NEW Watches, Guards,
NEW Violins, Concertinas,
NEW Sugars, Teas,
NEW Tobacco, Pipes,
NEW Paints, OILS.

My new Tea at 25 cts. and 35 cts. per lb. are better than anything ever before offered and are Extra Value.

Largest, Cheapest

—AND—

BEST ASSORTED STOCK.

—IN—

MIRAMICHI.

CHEAP CASH STORE.

JAMES BROWN.

Newcastle, July 12, 1887.

Arrivals and clearances at Miramichi of British and foreign-going vessels, from opening of Navigation to July 11th, 1887.

Date	Rig	Name	Tonnage	From	Consigned to	Cleared Date	Cleared For
	Bk	Atlantis,	1127		Wm Richards,	May 19	Dublin
	Bk	Borzone	599		"	21	Larne
May 10	Bg	Kong Carl,	457	Norway,	"	23	Belfast,
11	Bk	Ella	567	London,	G Burchill & Sons	June 20	"
13	"	Patriot Queen,	510	Liverpool,	D & J Ritchie&Co,	24	Larne
16	"	Prinds Oscar,	662	Norway,	do,	May 28	Belfast,
17	"	Hjelmos,	400	"	do,	"	Whitehaven.
"	"	Frato,	541	"	Wm Richards,	31	London derry,
18	Bk	No den,	528	"	G Burchill & Sons,	30	Belfast,
23	Bk	Osuna,	794	Liverpool,	D&J Ritchie & Co,	June 7	"
	Bk	Copenhurst,	696	do,	do,	3	Liverpool,
	Bk	Konoma.	799	do,	do,	8	Belfast,
	Bk	Hinderon,	561	Rochefort,	J B Snowball,	11	London.
27	Bk	Imatar,	538	Waterford,	do,	16	Sharpness.
	Bk	Geralomo Mortolo,	491	Marseilles,	G K McLeod,	24	Penarth Pa.
28	SS	Alaska,	1380	P Niladelfeia,	E Hutchison,	June 7	Sharpness,
30	SS	Buteshire,	872	Boston,	J B Snowball,	4	Garston,
	Bk	Elida,	644	Gloucester, Mass.	Burchill & Sons,	11	Belfast,
31	Bk	Brogersel,	454	Norway,	D & J Ritchie & Co,	11	Maryport,
June 1	Bk	Boroma,	794	Liverpool,	do,	15	Belfast,
3	Bk	Konvordia.	495	Barron,	J B Snowball,	17	Garston.
	Bk	Starfoston,	586	Liverpool,	do,	22	Moness,
	Bk	Australia,	636	London,	E Hutchison,	18	Belfast,
4	Bk	Althea,	492	Norway,	Ritchie & Co,	18	do
5	Bk	Oberg,	439	Cape de Verde,	J B Snowball,	21	Cardiff,
7	Bk	Entella,	693	Balimore,	Burchill & Sons,	24	Sharpness,
	Schr	John McLaggan,	298	Lamched,	Ritchie & Co,	6	Dorchester,
June 11	Bk	Reliance Liberta	817	Baltimore,	Burchill & Sons	29	Sharpness
13	Bk	Lossmair,	656	Belfast,	J B Snowball,	30	Belfast,
14	Bk	Ravenna,	682	Baltimore,	do,	July 2	Marseilles,
15	Bk	Nepotini,	596	Cape Town	W Richards,	June 30	Newport
14	Bk	Henriette,	584	Sydney,	Ritchie & Co,	29	Glasgow Dock,
20	Bk	To Brodre,	583	Liverpool,	J B Snowball,	July 6	Liverpool,
22	Bg	Tremion,	555	Norway,	Ritchie & Co,	June 30	Lynn
24	Bk	Eleanor,	714	Monte Video,	W M McKay,	July 7	Dublin,
25	Bk	Freia,	495	Glasgow,	J B Snowball,	9	Bowling,
27	Bk	Hertha,	416	Pirgle Bay,	D & J Ritchie & Co,	9	Belfast,
28	Bk	America.	448	Norway,	do,	9	Silloth Dock.
23	Bk	Maiduna,	723	New York,	N B Trading Co.		
July 5	Bg	'Belle' Brine,	171	St Pierre,	J B Snowball,		
7	Schr	Gazelle,	265	New York,	T F Gillespie,		
	Bk	Europa,	592	Bordeaux,	D & J Ritchie,		
11	Bk	Bragd,	443	Limerick,	E Hutchison,		
	Bk	Sulitelma,	963	Pictou,	Wm. Richards,		

Fire, Marine & Life

INSURANCE AGENCY AT CHATHAM, - - N. B.

The undersigned is prepared to Insure property from fire in the County of Northumberland in the following Old and Reliable English, American and Canadian Fire Insurance Companies.

ENGLISH.

The London & Liverpool & Globe Insurance Company of London,
" Imperial " " "
" Phoenix Fire Assurance " " "
" Fire Insurance Association, Limited, "
" Lancashire Insurance Company of Manchester.
" London & Lancashire Insurance Company of Liverpool
Norwich Union Fire Insurance Society of Norwich

AMERICAN.

The Aetna Insurance Company
" Hartford " " " of Hartford.

CANADIAN.

The Royal Canadian Assurance Company of Montreal