General Business.

To Merchants, Millmen, Farmers, Capitalists, and Others.

Extensive and Valuable

REAL ESTATE,

MODEL FARM,

STOCK, &C.,

FOR SALE!

For Sale, by Public Auction, on THURSDAY, 26th JUNE Inst., at 2 o'clock, afternoon, on the Farm premises, in the VILLAGE of BATHURST, County Gloucester, New Brunswick:

THE MODEL FARM, situated in said village, within a mile of the Bathurst Station, containing about 500 acres, the greater part of which has been cleared and under splendid cultivation for many years. The soil varies from a light to a sandy loam, is exceedingly fertile, and has within its bounds considerable deposit of ancient rotted beaver dams, invaluable for top-dressing.

This farm is reputed to be far superior to anything else in the Province, and equalled only by few in Canada. It is throughly drained, fenced, and watered—water being also carried at high pressure to the farm buildings and dairy. THE MACHINERY, IMPLEMENTS AND HARNESS are very considerable, most complete and of approved patterns.

THE STOCK,

presently consists of 26 cows, 16 year calves, 10 spring calves, 23 cattle, (several prize bred,) 32 sheep, 12 horses, 1 colt, 17 pigs, 1 prize bred bull.

As an example of what the place is capable of raising, the following is from the crop book: 850 bush. wheat, 1600 bush. oats, 100 bush. barley, 1400 bbls. potatoes, 3600 bbls. turnips and 350 tons hay, besides sundries.

THE DWELLING HOUSE, DAIRY AND BARNS are large planned in the most approved manner, and in first rate order.

The farm is cropped for the season, is being carried on in the usual way, and therefore, ready to be stepped into at an hour's notice, and affords a rare opportunity of acquiring a fine property and a going concern.

The farm and farm appliances will be sold either with or without the stock of cattle and remainder of last year's crop, &c., &c..

ALSO,

THE DEACON FARM

adjoining the above, and cropped in the same manner for the season.

Immediately after which will also be sold, at the store lately occupied by Messrs. Ferguson, Hankin & Co., Bathurst, the STORES, WHARVES AND PREMISES lately occupied by the said firm. Also, the

Double Gang Steam Saw-Mill,

with the large and extensive Booms, Wharves and premises appertaining to them, also lately occupied by the said firm. These are the largest and most complete premises in the northern section of the Province, and, being situate in one of the best lumber centres, offer the greatest facilities for carrying on an extensive and successful mercantile and lumber business not exceeded in the Province.

Also, the commodious and desirable

Residential Property, Outbuildings and Premises,

beautifully situated in its own ornamental grounds including Flower and Kitchen Gardens and Grazing Land of about 3 acres in extent. These premises are admirably adapted for an Hotel where a successful business would rapidly be attained. For cards to view the House and grounds on morning of sale apply to the undersigned.

Also—THE DWELLING HOUSES and Outhouses and Gardens attached, situate in the said village, and occupied by John Ferguson, Jr., and Alexander R. Ferguson, Esqrs.

Also—A NUMBER OF DWELLING HOUSES and Tenements with Gardens attached situated in the said village on Mill Hill, so called.

Also LOT B, containing 200 acres, situate on the south side of Middle River, granted to Joseph C. Doucette.

Also THOSE VALUABBE and CONVENIENT GRIST MILLS, situate on the Tettagouche River in the midst of a farming district, and the only one in that neighborhood.

Also PART OF LOT No. 51, containing 8 acres, and the TANNERY LOT, containing 3 acres, situate on the said river.

BATHURST ISLAND, conveniently situated in the harbor of Bathurst, containing 14 acres of good land suitable for tillage.

LOTS Nos. 7 and 8, situate at Alston Point, with the Lobster Factory and buildings thereon.

Lot No, 9, also situate at Alston Point.

A LOT OF MARSH, containing 50 acres, situate at Carron Point, and adjoining the Sutherland grant.

A TOWN LOT in the Town of Bathurst.

LOTS Nos. 59 and 60, situate on the west side of the Miramichi Road; and LOTS 57 and 58, situate on the east side of the said road, containing 100 acres each.

LOTS Nos. 129 and 130, situate on the east side of the said road, containing 150 acres.

LOT A, on the same road, adjoining grants to William End, containing 100 acres.

LOTS C and D, on Bass River, and Nos. 1 and 2, in second concession in rear, containing 100 acres each.

LOTS A and B, in the rear of the Gould grant, south side of Bathurst harbor, containing 300 acres.

LOT No. 60 on Little River containing 200 acres.

LOT No. 13 or S, on Middle River, containing 225 acres.

LOT in Saint Anne, containing 80 acres.

REAR LOT No. 39, north of Tettagouche River, containing 50 acres.

The upper or southern half of Lot No. 15, on the west side of Big Nepisiguit River, containing 50 acres.

AN ACRE OF LAND situate on Nigadoo River, with the Lobster Factory thereon.

The undivided half of LOTS A and B, on the southerly side of Nepisiguit River, containing 200 acres, known as Baldwin's Copper Mines and believed to contain extensive and valuable deposits of ore. Copy of analysis by an eminent English chemist can be had on application to the undersigned.

LOTS Nos. 15, 21 and 34, on north side of name River, containing 200 acres each.

A PIECE OF LAND containg 28 acres, situate on the south side of the same river, formerly occupied by John Bateman.

PART OF LOT No. 2, containing 110 acres, situate in the parish of Beresford; also a piece of Marsh in front of LOT No. 3.

A PIECE OF LAND containing 50 acres, situate at Green Point, and fronting on the Bay Shore.

The upper or northern fourth part of Lot No. 17, in the said parish, and 31 rods in width of the same Lot adjoining the above, containing about 150 acres.

Also, several DWELLING HOUSES AND OTHER LOTS AND PIECES OF LAND situate in the said village and several parts of the said County, description of which will be hereafter given.

For further particulars apply to

CHARLES HILL, Esq., Newcastle, New Brunswick, or

A. A. DAVIDSON Esq., Barrister at Law, Newcastle, New Brunswick

ALBERT LIME.

THE A. B. LIME AND CEMENT CO'Y.

Are now prepared to furnish their

Best Quality Selected Lime

By the Car Load at all STATIONS on the ALBERT and INTERCOLONIAL RAILWAYS.

This Lime differs from all other Brands in the market—having peculiar cement qualities, which hardens it like stone, and makes it impervious to the action of water. It requires no cement to improve it, and is the CHEAPEST in the market for all purposes.

For Agricultural purposes it can be furnished by the car load in bulk, CHEAP, and is the best as well as the cheapest fertilizer known.

All orders should be addressed

THOMAS McHENRY,
Manager A. B. Lime & Cement Company,
Hillsboro, Albert County.

Miramichi Advance

CHATHAM. - - - - - - JUNE 19, 1879.

The "Sun" and our Fisheries.

The St. John *Sun* has the temerity to return to its attack upon the Fox Island Fisheries and the ADVANCE, claiming, by inference, that it has proved its original assertion that *fishermen* of *both sides* of the Miramichi had petitioned the Department to shorten the Fox Island nets to 150 fathoms and the little *Advocate*, lacking even the cheap ability of the *Sun*, squeaks out the echo of what that paper says, as it is instructed to do. The *Sun's* main "proof" is the following:—

MIRAMICHI, 12th Nov., 1877.

HON. A. J. SMITH, Minister of Marine and Fisheries, Ottawa:

Sir—We, the undersigned, beg respectfully to bring under your notice the petitions sent to the Dominion Parliament in the year 1875, praying that a regulation be made to regulate the outside salmon fishery, and that no nets be allowed at the Head or South-west end of Portage Island, nor on any of the bars or shoals off the said Island, (signed by from four to five hundred of the leading men and fishermen of the River Miramichi). We now ask that the prayer of the said petitions be granted.

(Signed)

A. K. McDougall,	E. Hutchison,
G. A. Blair,	John Pallen,
Thos. F. Gillespie,	John Fotherinham,
William Gordon, Sr.	John Grant
Joseph Washburn,	James Murdock, Sr.
James Gunn,	John Gunn, Jr.,
Phineas Gunn,	John Gunn, Sr.

The above petition asks that attention be given to former petitions praying "that a *regulation* be made to *regulate* the outside Salmon Fishery" and to prohibit certain nets set from *Portage* Island. This petition proves what we stated on 29th, ult.—viz., that we had "caught and exposed the Inspector in "using the Portage Island and Middle "Ground grievances, at which he has "winked for years, for the purpose of "injuring the Fox Island Fishermen."

The Petition quoted has nothing whatever to do with the question at issue, because it was quite natural that *regulations* should be asked for where none existed and it is a strange thing that the Fox Island Fisheries are not included in the regulations of the Department to this day. The reason why this state of things exists is best known to the Inspector, but he, probably, keeps it from the knowledge of his fellow-members of the *Sun* staff.

But the *Sun* publishes the Petition to which reference is made in the Petition of Nov. 12th, '77. In the former document it is asserted that no nets were allowed to be set off Fox or Portage Islands by the earlier regulations of the Miramichi fisheries and the following remarkable paragraph also occurs:—

"That it is the opinion of all who have an interest in the protection of the salmon fisheries, and an opinion which has been expressed from time to time in the Warden's report, *that in the outside fisheries of Fox Island the dimensions of nets be restricted to certain lengths*, and that this regulation be enforced also with regard to the nets placed on the Gulf side of Portage Island up to within one mile of southwest end thereof; also, that there be no nets allowed on the inside of Portage Island, on the Horse Shoe, or on any of the bars or shoals in the Miramichi entrance.

The above reference to the "Warden" is somewhat mysterious and it would be interesting to have the *Sun* inform us who the gentleman thus alluded to by the petitioners is. The *Sun*, in a very unfeeling manner, reproduces the names of a number of persons belonging to Chatham who appended their names to the first Petition, but as we know the most respectable of them—merchants and professional men, Dominion officials etc.,—are ashamed of having been entrapped into signing it, we will not cause them additional mortification by further exposing them. If the *Sun* did not know it had, as yet, failed to publish the names of *fishermen of both* sides of the river we might overlook its efforts to misrepresent the matter as it does, but we feel certain that it is striving to deceive the Minister and that portion of the public not acquainted with either the locality or the facts, and therefore, notice its efforts sufficiently to make the position of the ADVANCE correctly understood.

People acquainted with the facts know that the whole agitation is a huge fraud commenced and sustained by the Inspector and his associates in Northumberland for political purposes. They know that official, and others of the same class and political stripe, have for the last five years, been playing upon the sectional prejudices of the fishermen and people of both the upper and lower waters of the Miramichi—creating jealousies by the perversion of facts and the invention of grievances—simply to create political capital and also impress the Department with an idea that Northumberland fisheries are difficult to regulate. No sooner had Mr. Peter Mitchell ceased to be Minister than the Inspector set about disturbing and tinkering at fisheries which had been followed profitably and properly for decades of years. The fishermen were naturally annoyed, and blamed Mr. Mitchell's successor, Sir Albert J. Smith, who, unfortunately, lacked the experience and qualities of mind necessary to enable him to detect the purposes of his rascally subordinate. When aroused from his official lethargy by some startling injustice involved in the tinkering process into which he was led by Messrs. Mitchell & Co., through their political agent, the Inspector, his natural sense of fair play and justice would move him to undo his wrongs. Still, the annoyances were kept up. From the first, the ADVANCE stood firmly in defence of the fishermen and their rights. The Inspector made presistent efforts to induce the editor to join him in his rascally crusade, but failed. We have never asked for any *new* privileges for the fishermen, but have contended, in many cases, against the tinkering and misrepresentation by which they have been deprived of old priviledges which had grown, by the sanction and usage of generations, into vested rights. It is an easy matter for crafty and designing men like the Inspector and a few of his lieutenants on the Miramichi—all acting under the general direction of an old and wary, though politically debauched public man—to induce the Department in which they have, unfortunately, had too much influence, to rob our fishermen, piece by piece, of their rights; it is also a matter of regret that many citizens of fair intelligence and respectability can be induced by such characters to append their signatures to statements of whose truth they have no more knowledge than the veriest noodles, and it is because we are fully alive to the craft and fertile expedients of these persons that we do our duty to the fishermen and take the "odd hits," in the way of abuse from such sources as those represented by the *Sun*.

As we said last week we are pleased with the result of our efforts in behalf of the fishermen of Fox Island. The Department has learned what an injustice it would be to carry out the Inspector's recommendation for the shortening of the nets there and has acted justly. The people of the up-river districts are still, however, deceived. They have been told about the injustice to them of the nets complained of and when they believed the misrepresentations made in the matter, their prejudices were enlisted and their signatures obtained to petitions interfering with rights of which they knew nothing, personally. It ought to be satisfactory to them, now, to learn that enquiry has demonstrated the deceptive character of the cry against Fox Island nets and that the fishermen there are confirmed in all we have asked for them and even more, for their net tax is lessened.

At the proper time we shall, perhaps, go more particularly into the facts recently developed in this connection. And a time will, also, come when such light will be let in upon the present working of Fishery matters in Northumberland as will astonish even the Minister and Commissioner at Ottawa, both of whom seem to be at the mercy of as precious a set of knaves as ever disgraced office.

The Governor-General's Tour.

It is expected that the Governor-General and the Princess Louise will visit St. John some time next month, after which they will go to Fredericton, and afterwards pay a visit to Carleton County. The St. John press, in referring to the proposed visit, points out that in the present circumstances of the city, owing to the great fire, it will be impossible to give the Vice-Regal party as grand a reception as has been given them in other cities, but that it will be just as hearty and as sincere as could be accorded them in any portion of the Dominion.

The *Freeman* says:—The enthusiastic reception given to the Governor General and the Princess by the people of all classes, nationalities and creeds at Montreal and Quebec shows how little the vile, violent articles of the *Minerve*, the *Canadien* and other *Bleu* papers had upon popular opinion or popular sentiment, and how small a portion of the people of the Province the hungry swarm who clamoured for the dismissal of Mr. Letellier and the dismissal of the Joly government do really represent. These men, elected in the name of Conservatism, which they so grossly abuse, have proved themselves the most violent and unscrupulous revolutionists because the most selfish. In the name of Conservatism they would a revolution enact in the name of the constitution; they would destroy the very essence of the constitution, the responsibility of Ministers and the supremacy of the will of the people constitutionally expressed. The reception at Quebec was all that could be desired. The illuminations on Monday night were magnificent. All the public buildings, the Parliament building, the Archbishop's Palace, the Convents, the Laval University, etc., nearly all the private buildings, the ships in the harbor, the town of Levis, all the towns and hamlets on both sides of the river, were brilliantly illuminated, and the view from the Durham terrace or from the Levis heights was one of the most splendid the world could afford. The dome of the University was illuminated with the electric light, and it is said that its light was seen forty miles down the river. The Governor-General and Princess visited the Laval University, the Ursulian Convent, etc., received addresses, were present at the exhibitions, etc., and the Princess laid the foundation of the Kent gate, which is to be a prominent feature of what are called the Dufferin improvements. The Governor-General, the Princess and their suite will shortly make an excursion down the St. Lawrence, and it is thought they will visit St. John in July.

The Intercolonial Troubles.

The Toronto *Mail*, the leading organ of the Dominion Government, does not agree with the *Sun* that Mr. Schrieber is to blame for the "economy" put into practice on the Intercolonial. The *Mail* tells the *Sun* plainly that it is "no use to be indignant." So, the *Sun's* duty is to keep silent, like a good little whipped subordinate and learn to be meek. The *Mail* says of the recent dismissals:—

"A good deal of annoyance has been felt, and some of it is being ably expressed in the St. John *Sun* in editorials and letters. But it is no use being indignant. The minister of Railways or the Superintendent could at this moment get a dozen—more than a dozen—men for every situation on the road at even less salaries than are now paid the men; and as for freights they have been put down as low as is possible under existing circumstances. The truth is that the deficit on the Intercolonial must be reduced by Sir Charles Tupper. He pledged himself to that, and to that he has bent himself earnestly. The people of the Maritime Provinces applauded his Opposition speeches. They must now support his administrative policy. It is he who is consistent. It is amusing to notice the tone of the Opposition papers in the east. They dare not complain of the reductions: but knowing that those who are thus cut down complain, they publish as fully as possible lists of the names of the men whose incomes have been decreased. It is, however, amongst the Government's friends that the most opposition exists, for it is upon them that the pressure comes heaviest and first. But what the Minister was to do with an increasing deficit to keep down and a pledge of economy to keep up, no one of the critics is able to suggest. The railway must either be run by the Government or by a company. If the Government cannot run it on economical principles a company would certainly not try. It is from the running of the road on liberal terms by the Government that the country has most hope, and the Minister of Railways fully deserves at the hands of the public the warmest support in a policy of economy, the honesty and thoroughness in which are evinced by the fact that it is the Government's own friends who feel aggrieved at his economy."

The consequence of the above from the leading paper is an apologetic attitude on the part of the small papers towards even Sir Charles' "wicked partner." Referring to two dismissals over which the *Sun* grew rampant and showed fight that journal now whines as follows:—

"As the Railway authorities, and not the Post Office Department, are responsible for the conduct of the baggage masters, and would have been consulted by the signatories to the petitions had all the facts been made known, there will, we believe, be a general desire to leave the matter in the hands of the Chief Superintendent and Division Superintendent, who, in a matter connected with the running of the trains, should, under the peculiar circumstances of the cases, be relieved of outside pressure and left free to act as their judgment dictates."

After reading so unconditional an apology, the public will feel like begging of the Chief and Division Superintendents not to kick the repentant *Sun* away from the Government crib.

The Letellier Matter.

The Toronto *Globe* has received the following telegram from its London correspondent:—

LONDON, June 12.—The date of Langevin's departure is still uncertain. He has had several consultations with the Colonial Office, but the Government has not yet informed him of the decision in the Letellier affair. I learned this p. m., from a trustworthy official source, that the Cabinet has decided not to sanction the Lieut. Governor's dismissal. The Colonial Secretary informs me he does not contemplate making any communication of the decision to the English newspapers, therefore the publication of the news may first take place in Canada. Mr. Langevin will not leave till the despatch is sent to the Marquis of Lorne.

Referring to the above the St. John *Telegraph* says:—

The intelligence that the British Government would not advise the Governor General to dismiss His Honor, the Lieut. Governor of Quebec, as published in the evening papers, yesterday, excited a great deal of interest in the city. It was confirmed by despatches which we publish this morning. There seems very little reason to doubt the correctness of the report, and the question now asked is, What will Sir John do about it? When he was in Opposision he stirred up this matter very unnecessarily, not then, perhaps, feeling sure that he would be able to be borne into power so soon on the back of the National Policy elephant. Invested with power, he was asked by the French Conservatives to carry out his pledges. He was dogged by the footsteps of the political Nemesis. He had to act—he was compelled to advise the dismissal of Governor Letellier. The advice was not taken, but still Sir John remained in office. It now seems certain that the advice will not be taken, and whether Sir John resigns, which would be the most plucky course he could pursue, or whether he remains in office, he must feel that he comes out second best in the conflict which he so unwisely provoked.

A Montreal despatch of Monday says:

The *Witness* to-night publishes what purports to be the result of an interview between Hon. Mr. Joly and the Colonial Secretary during the former's trip to England. In conversation with Sir Michael Hicks-Beach, Mr. Joly learned that one of the "facts" presented by Mr. Langevin was that the Province of Quebec was on the verge of a rebellion or revolution as a result of the action of the Lieut. Governor in dismissing the Ministry. When the Secretary mentioned this statement, as made to him by Mr. Langevin, Mr. Joly smiled incredulously, and after some further conversation, the Premier advised Sir Michael to wait for the result of Montreal's welcome to the Governor General and Her Royal Highness the Princess Louise, which would show whether or not the people were upon the point of rebelling. "One thing I will not discuss," said the Secretary in the course of his interview, "that is whether or not a Lieut. Governor can dismiss his Ministers. He has that right." Sir Michael said that Mr. Langevin had, however, raised one strong point in favor of the removal of the Lieut.-Governor and that was the interference of the latter in elections, which was a great abuse of his position. Mr. Joly replied that that had not been charged against the Lieut.-Governor and upon reference to written charges such was found to be the case, whereupon Sir Michael said Mr. Langevin had mentioned the matter in conversation with him and he was surprised it did not appear in the documents. Upon the second point the Secretary spoke decidedly. He said the question would not be referred back to Canada."

THE RAILWAY DISMISSALS:—The dismissals and appointments which have recently taken place in the Intercolonial Railway are anything but satisfactory to the friends of the present Government in both this Province and Prince Edward Island. The *Sun* of this city and the Moncton *Times*, both very warm supporters of the Conservative party, condemn in the strongest language the conduct of Mr. Schreiber in dismissing old, tried and true friends of the Government.—St. John *Herald*.

Perhaps the "old and tried etc.," were "independent" a year or two ago and didn't see the side the "straw" was on as quickly as other parties. One would think, from the above that Mr. Schreiber was the Governement of Canada. If we recollect aright the Minister of Railways is a member of Parliament and it is he who is responsible for any wrong that may be done in the matter referred to.

The "American System."

Railway men are learning that an outside service is maintained on the Intercolonial, which has much to do with appointments and dismissals, and the discovery of this new element in railway affairs may, to some extent, explain recent removals of tried and good men and the quiet in-coming of others new to the work and the localities where they are placed.

During the late election contests a number of gentlemen, quite prominent in their own localities, but mainly of a class who overrate their importance and influence in a general sense, were induced to put forth strenuous efforts in behalf of Conservative candidates, who promised that in the event of their party coming into power, there would be a redistribution of the most desirable offices in connection with the public service, in which redistribution each of these patriotic gentlemen would be remembered. Very unexpectedly, the Conservatives were successful and, as a natural consequence, there were many claimants for the few offices rendered vacant in the usual course, and two disappointed political workers for every one who was satisfied. In the "reorganization" of the Railway service a few of the faithful large fry were provided for and a few of the smaller ones silenced by actual rewards or fair promises, but enough of both classes were left to threaten trouble by combining against those whom they claimed had not kept faith with them. Something must be done to secure "silence and circumspection" and there has, in consequence, been established a regularly graded outside service which threatens to render the Intercolonial largely a political organization. According to his influence the election committee organizer, manager or worker is to be provided for. Some of these persons have the privilege of recommending a certain number of their party for places which are promised, sooner or later by the Railway management. In counties whose members do not support the Government the most prominent election committee-man is authorised to issue tickets which ensure to the holder attention when he applies for any position or work which he may seek. The most influential outside men who thus, virtually, control a certain amount of patronage, may demand and receive some of the best of the offices for their friends, while those who can be put off more easily are given control over the patronage in their counties as high up in the service as laborers and section men only. Of course, such a system will soon come to an end, for it must weaken the service and lead to a return to the former practice of promotion from grade to grade, as experience and qualification may warrant. Meantime, it is interesting to hear these "outside service" men give their version of their positions, their "divisions" and "sections." Those who want employment up to a certain grade, on the railway in Westmorland, Kent, Northumberland, Gloucester and Restigouche must gain the favor of some person not known at all officially in the service, but whose recommendation is a *sine qua non* before he can be recognized by the section foreman or "boss" of works. In Nova Scotia there is more work being done and better positions being created, the new policy seeming to be the diversion of all possible patronage and employment in that direction. The Management appears to believe that this means of satisfying election workers will benefit the party by showing that it will really reward its adherents, but as it is the "American system" in its worst form it can only—as that system has done in the States—lead to such corruption, inefficiency and waste as will cause the people to rise in a body against it and purge it from the country.

THE CHAMPIONSHIP OF ENGLAND.

Won by Edward Hanlan!

TIME: 21 MINUTES AND 1 SECOND!

THE DAY BEFORE THE RACE.

TORONTO, June 16.—The following is a special by cable to the *Mail*:—

Newcastle-on-Tyne, June 15.—Your correspondent visited Hanlan to-day and found him in splendid health, brimful of confidence and perfectly trained. Thirty thousand people witnessed the final practice of the men to-day. In the a. m. Elliott sculled from Dunstan to Skinner's Burn and back to Scotswood at a slow pace throughout. Hanlan pulled from Scotswood to Elswick Haws—about two miles and back—at a rattling pace. Their cutters attended both men. Afterwards the cutters raced a quarter of a mile together. Hanlan's cutter won, and this is regarded as a good omen by the Canadians. 100 to 40 on Hanlan was taken several times, and remained on after an offer of 400 to 200 had been laid. The weather has set in fine and the prospects are excellent for a favorable day to morrow.

The following is a special cablegram to the *Globe*:

Newcastle, June 14.—Hanlan did not go on the river in the a. m., and Elliott merely took a little paddling exercise. In the p. m. both men rowed over the entire course. The excitement is increasing, Large numbers of the sporting fraternity have arrived.

THE RACE.

(Special to Globe.)

LONDON, June 16.—The single-scull race between Edward Hanlan, of Toronto, and Wm. Elliott, the English champion, was rowed at noon to-day over the Tyne championship course, and resulted in an easy victory for Hanlan. The course was from the Mansion House to Scottswood Suspension Bridge, a distance of about three and a half miles. The shore on both sides of the river was crowded with spectators, and it is estimated that fully 80,000 people witnessed the race.

The match between Hanlan and Elliott was made after the defeat of Hawdon by Hanlan. The articles of agreement stipulated that the race should be rowed June 16th over the Tyne course for £400 and the *Sportsman* champion cup. After signing articles Hanlan went into training under the care of John Bright and his Canadian trainer, Heasley. Elliott, who had been in training for some time, slightly altered his style of rowing. He also adopted the sliding seat and had swivel rowlocks placed on the outriggers of his boat. The interest in the match continued intense from the time when the match was first made until to-day, and much money was wagered on the result. The odds being greatly in foavor of Hanlan, who had the call at one hundred to thirty.

Thirteen heavily laden steamers were at the High Level Bridge. The "Gateshead" was chartered to carry the judge and referee. There were also a number of Americans on board. The river police, in large force, were on hand to keep the course clear.

THE OARSMEN.

About 12.40 a. m. the stake boat was moored in the centre of the river, opposite Mansion House. Elliot was the first to step into his shell, assisted by Renforth and McGregor. He was greeted with loud cheers from the thousands of excited admirers. Hanlan took ship on the Gateshead side of the river and came in for an equal share of applause. He rowed slowly to the stake boat, where both men stripped for the struggle. Hanlan appeared to be in the pink of condition, and Elliot also displayed fine muscular developement. The excitement at this time was intense and the scene was inspiring. Elliot had the sympathies of the crowd, though Hanlan was evidently very popular. Shortly after 11 o'clock the "Gateshead" steamed to the starting point, and the oarsmen took up their position. A few minutes later Hanlan's cutter was rowed down the course ready to coach him, and was followed immediately after by Elliot's cutter. Every preliminary having been arranged the signal was given and

THE GREAT STRUGGLE BEGAN.

Elliot's oars caught the water first and he dashed away, rowing forty strokes per minute. Hanlan started with his long sweeping stroke, reaching forward clean over his toes. An exciting struggle followed, both oarsmen rowing in magnificent form. At the end of the first half mile Hanlan was fully a length ahead and rowing a waiting race. The quick, easy style in which he forced his shell through the water was looked upon with amazement by the spectators. Elliot's rowing was almost perfection, but it was plain the Canadian's rig and style was far superior. At the meadows

ELLIOT MADE A GRAND SPURT

to close the gap and drove his shell at a tremendous pace through the water, but all in vain: the American champion did not alter his stroke or seem in the least to fear the result. He maintained his lead without difficulty and at Paradise Quay had increased it to several lengths, still rowing within himself and evidently having the race won. At Athenwell Ferry the race, barring accidents, was virtually over. Elliott was rowing a stern race and struggling gamely. Hanlan kept the lead throughout, and won the race as he pleased.

ANOTHER ACCOUNT.

(Special to *Globe*.)

NEWCASTLE ON-TYNE, June 16.—the race between Hanlan and Elliott, for the championship of England, took place on the Tyne course to-day.

The weather was fine throughout and the water was beautifully smooth. There was an immense concourse of spectators. Twenty laden steamers followed the race.

FIVE TO TWO ON HANLAN

had been laid during the morning, but he came into much better favor just prior to the start. Elliott

WON THE TOSS,

and took the northern shore. After some delay the men got off at 12.15 o'clock. It was a capital start. Hanlan dashed away on a stroke of 42 to the minute and at once drew to the fore. Elliott struck at 40, and exerted all his enormous strength, but splashed now and then and his boat did not travel well.

HANLAN GOT A LEAD

of four boat lengths at Red Bridge—time for the mile six minutes eleven and a-half seconds—Hanlan now slowed down and contented himself with keeping this advantage. He eventually won very easily by eight lengths in the good time of twenty-one minutes one second.

THE ENORMOUS MULTITUDE

at Scotswood cheered Hanlan to the echo.

(Press Despatch.)

NEWCASTLE, June 16.—Hanlan won as he liked. He came in ten lengths ahead. There was immense enthusiasm.

The *Sun's* report says:—

Hanlan steered well. At the head of the meadows Hanlan had a lead of five lengths, and when off Benwell Boat House, a short distance past Paradise Quay, he stopped, looked around him to see what distance there was to cover, smiling pleasantly to the crowd the while, and then took up his oars, rowing a powerful stroke that sent the frail shell forging through the water at great speed. He rowed under Scotswood Bridge amid uproarious cheers and deafening plaudits the winner of the race by 10 lengths in 21 minutes 30 seconds.

The race was another of the same kind as Hanlan's contest with Hawdon, in which the fact of his winning so easily, and particularly that of his having rested on his oars, have been scouted by many and looked upon by all as strange. This race, which he has apparently won quite as easily, will set these doubts, perhaps forever at rest and stamp the Canadian champion more than ever

A WONDERFUL SCULLER.

The Newcastle *Journal* of Monday says that the race was one of the heaviest gambling races that ever took place upon the Tyne, and that during the past two months heavy sums have been invested on Hanlan. Elliot, before the race, was confident in himself, and called out to some of his friends on the referee's boat, "I will take 3 to 1 that I lead all the way," which met with no response, however. Hanlan, it would appear, had prepared for work and settled down to it. He was comparatively fresh on coming in, but Elliot appeared used up, giving evidence that he had rowed all he knew how. The weather was fine and the water calm. The sporting reporters say that such performances as Hanlan's yesterday have never been witnessed before on British waters.

RACES FOR THE ENGLISH CHAMPIONSHIP.

Charles Campbell, born 1805. Westminster, beat Williams, £50, Westminster to Hammersmith, 9th September, 1831.

——beat R. Coombes, £100, Westminster to Putney, 42 min., Nov. 1, 1838, 2½ min. ahead.

——beaten by R. Coombes, £200, Putney to Mortlake, 26 min. 15 sec., August 19, 1846

Robert Coombes, Millbank, born 1808, beaten by C. Campbell, £100, Westminster to Putney, November 1, 1838.

——beat Campbell, £200, Putney to Mortlake, 26 min. 15 sec., August 19, 1846.

——beat B. Newell, £200, Putney to Mortlake, 23 min. 46 sec., September 19, 1847.

——beat Mackinny, £400, Putney to Mortlake, 27 min. 30 sec., May 7, 1851.

——beaten by Cole, £400, Putney, to Mortlake, 25 min. 15 sec., May 24, 1852.

——beaten by Cole, £400, Putney to Mortlake, 23 min. 35 sec., October 14, 1852.

Thomss Cole, Chelsea, beat R. Coombes, £400, Putney to Mortlake, 25 min. 15 sec., May 24, 1852.

——beat R. Coombes, £400, Putney to Mortlake, 23 min. 35 sec., October 14, 1852.

——beaten by Messenger, £400, Putney to Mortlake, 24 min. 45 sec., November 20, 1854.

James Arthur Messenger, Teddington, beat Cole, £400, Putney to Mortlake, 24 min. 45 sec., November 20, 1854.

——beaten by Kelley, £400, Putney to Mortlake. 24 min. 30 sec., May 12, 1857.

Henry Kelley, Fulham, beat Messenger, £400, Putney to Mortlake, 24 min. 30 sec. (Putney to Hammersmith, 9 min), May 12, 1857.

——beaten by Chambers, £300, Putney to Mortlake, 25 min 25 sec, September 29, 1859.

Robert Chambers, Newcastle, beat Kelley, £400, Putney to Mortlake, 25 min. 25 sec. September 29, 1859.

——beat T. White, £400, Putney to Mortlake, 23 min. 25 sec., September 18, 1860.

——beat G. W. Everson, £400, Putney to Mortlake, 25 min. 27 sec., April 14. 1860.

——beat R. A. W. Green. £400, Putney to Mortlake, 25 min. 35 sec., June 16 1863.

——beaten by Kelley, £400 and a bet of £500, Putney to Mortlake, 23 min. 23 sec., (Putney to Hammersmith, 9 min. 23 sec.). August 8, 1865.

Henry Kelley, Putney, beat Robert Chambers, £400 and a bet of £500, Chambers laying £300 to $200, Putney to Mortlake, 23 min. 23 sec., August 8, 1865.

Robert Chambers, beat Joseph Henry Sadler, £400, Putney to Mortlake, 25 min. 9 sec., November 22, 1866.

Henry Kelley, Putney, beat Robert Chambers, of Newcastle, from the High Level Bridge to Lemington Point, on the Tyne, £400, 31 min. 47 sec., May 6, 1867.

James Renforth, Newcastle, beat Henry Kelley, Putney. £400, Putney to Mortlake 23 min. 15 sec., November 17, 1868.

Joseph H. Sadler, Tedington, beat Robert Bagnall, Ouseburn, Newcastle, £400, Putney to Mortlake, 24 min. 15 sec., April 17, 1874.

——beat Robert W. Boyd, Gateshead, £400, Putney to Mortlake, 28 min. 11½ sec., Nov. 15. 1875.

——beaten by Edward Trickett, of Australia, $400. Putney to Mortlake, 24 min. 35 sec., June 27, 1876.

Edward Trickett, of Australia, beat Jos. H. Sadler, £400, Putney to Mortlake, 24 min. 35 sec., June 27, 1879.

"NEWCASTLE CHRONICLE" CHAMPIONSHIP CHALLENGE CUP.

Rowed for the first time on Tyne on March 17 and 19, 1877. Competitors—R. W. Boyd, Gateshead; W. Lumsden, Blyth; William Nicholson, Stockton; and William Elliot, Blyth. In the final heat,

1877—R. W. Boyd, Gateshead, beat Wm, Nicholson, Stockton, Mansion House to Scotswood Suspension Bridge, on the Tyne, 25 min. 45 sec.

1877—R. W. Boyd, Gateshead beat John Higgins, Shadewell, cup and £400. Putney to Mortlake, 29 min. May 27.

1877—John Higgins, Shadewell, beat R. W. Boyd, Gateshead, cup and £400. Putney to Mortlake, 24 min. 10 sec. October 8.

1878—John Higgins, Shadewell, beat R. W. Boyd, £400 and cup. Mansion House to Scotswood Suspension Bridge, on the Tyne. Won on a foul; no time taken. Jan. 14.

1878—John Higgins, Shadewell, beat Wm. Elliot, Pegswood, £400 and cup. Putney to Mortlake, 24 min. 38 sec. June 3.

"SPORTSMAN" CHALLENGE CUP.

Rowed for the first time on the Thames, Sept. 16 and 17, 1878. Competitors—John Higgins, Shedwell; Wm. Elliott, Blyth; R. W. Boyd, Gateshead; and Thos. Blackman, Dulwich. In the final heat.—

1878—Wm. Elliott, Blyth, beat R. W. Boyd, Gateshead. Putney to Mortlake. Won on a foul. 24 min 47 sec.

1879—Wm. Elliott, Blyth, beat John Higgins, Shadwell. Cup and £400 Mansion House to Scotswood Suspension Bridge. Time 22 min. 1 sec. Feb. 17.

TORONTO, June 17.—Of Hanlan's future movements little is known. After attending the regatta at Manchester and witnessing the Nicholson-Plaisted race on Monday next, he will take ship for home. Arriving here he, of course, will be subject to a series of ovations, which being over, he will probably settle down for a month, or so of well-earned rest. In August he may take part in a regatta at Barrie, and later he will row in a grand professional sculling race on Toronto Bay, to be given by the Hanlan Club, in honor of the Vice-Regal visit. There is little likelihood of his going to Australia to meet Trickett, but it is probable he will offer the champion of the world extraordinary liberal expenses to row here. Failing Trickett, there are no other champions for him to conquer, and unless Courtenay should court another defeat he will perforce be compelled to rest on his laurels until he shall have staled a bit and some younger oarsman shall come to the fore with pluck enough to offer battle. At Ottawa is is proposed to invite the champion to enter into a match against time, but that is a species of contest for which he will probably have no stomach. It has too much of the trotting horse character about it. Of course he will be able to give exhibition races, and that he will probably do, providing the prizes are made weighty enough.

The Iron Works Closed.

LONDONDERRY, N. S. June 10.—Misfortune appears to have overtaken this place. These four or five years past the addition of new blast furnaces, cooking ovens, mill, workshop, and foundry have led to an enormous influx of labor. The stream of immigration here has been almost continuous and as a result a town has suddenly grown up, new houses in every direction, new stores, hotels, and all the adjuncts of a triving town. The blow has at last fallen. The blast furnace has been put out. The cooking ovens have stopped During the past week, discharges of men have gone on continuously. Two hundred men, many of them having wives and families dependant upon them, have been suddenly thrown out of employment. Many of these have left. Others are going. Some, with a helpless, paralyzed look on their faces, walk aimlessly up and down the roads. The four hundred men remaining employed are in almost daily dread of receiving a like summons to cease work. If it comes the ruin and distress it will entail, will be widespread and deplorable. Store keepers, butchers, etc., who have running accounts with the employees will be heavy sufferers, as not only will their business be broken up, their buildings next to worthless, but they must lose heavily by the fleeing workmen.—*Chignecto Post.*

Over $25,00,000 were expended in establishing the above works. National Policy, has, it appears, put out Londonderry's fire.

Wild Firing.

Writing to the *Times*, a correspondent, signing himself "Ignoramus," remarks:—I am surprised that so little notice has been taken of the comparatively small results obtained by our much vaunted arms of precision. At Ginghilova the lost of the enemy has been estimated at from 500 to 1,000. Taking the higher number, and reckoning our own troops at 5,000, it took five men firing away for an hour and a half to kill one Zulu. Even at Rorke's Drift, in a twelve hours' combat, most of it at close quarters, 130 Englishmen slew 500 of the enemy, or about four apiece! What an amount of wild fir