General Business.

Valuable Properties for Sale.

Chatham

ON MONDAY, the first Day of May next at 12 o'clock (noon) in front of the premises, will be offered for sale at Public Auction, the LAND, STORE STORE, WHARF AND OUTBUILDINGS situated in the Town of Chatham and now in the occupation of Messrs. GUY BEVAN & CO. This property is one of the most valuable on the Miramichi, and well adapted for any kind of business.

Tabusintac

ALSO, at the same time and place, a lot of Land on the SOUTH SIDE OF TABUSINTAC RIVER, bounded above by Land granted to Donald McEver, and below by Land granted to Saint Andrews Church, containing 300 acres more or less.

ALSO at the same time and place a Tract of Land on the NORTH SIDE OF TABUSINTAC RIVER, on the North side of Red Pine Island Brook, bounded below by Land granted to Donald McLeod, and above by Land granted to the late John Campbell, containing one hundred acres, more or less.

Chatham

ALSO, at the same time and place, will be offered for sale or to let, the field on the corner of the WELLINGTON AND OLD NAPAN ROADS.

A part of the pu chase monies of the above properties, if wished, can remain on interest for one or two years, at 7 per cent., secured by Bond and Mortgage.

A plan of the first named property can be seen, and any further information or particulars given by applying to

W. J. FRASER, MERCHANT, Halifax, N. S. or

RICHARD CARMAN, his ATTORNEY, Chatham N. B.

WM. WYSE, Auctioneer.

Chatham, 27th March, 1882.

JUST RECEIVED!

5 CASES BABBIT'S POTASH;

5 CASES "Greenbank" Concentrated Lye;

5 GROSS Bartlett's BLUE;

20 GROSS Nizzy's Black Lead;

5 GROSS James' Dome Lead;

5 GROSS Aniline DYES.

For Sale, Low!

G. STOTHART.

SHERIFF'S SALE.

To be sold at Public Auction, on THURSDAY, the 30th day of MARCH next, in front of the Post Office, in Chatham, between the hours of 12 noon, and 5 o'clock, p. m.

All the right, title and interest of Phillip Dwyra, in and to all that piece, or lot of land, situate, lying and being in the Parish of Rogerville and County of Northumberland, in what is known as the Collet Settlement, and bounded as follows:—Beginning at a Birch tree, standing on the South-Eastern side of the Collet settlement Road, at the North-West angle of Lot, No. 73, purchased by Moses Martin, in said Collet Settlement, thence running by the magnet South, 20 degrees, East 80 chains, thence South 89 degrees West, with a rectangular distance of 11 chains and 40 links, thence North 20 degrees, West 67 chains to a Maple tree standing on the South-Eastern side of the aforesaid Settlement Road, and thence along the same, North 30 degrees, East 15 chains to the place of beginning—Containing 84 acres, more or less, and distinguished as Lot, No. 72, in said Collet Settlement, as by reference to the Grant thereof, dated the Fifth day of October, A. D., 1881, will more fully appear.

The same having been seized under and by virtue of an Execution issued out of the Northumberland County Court by Nicholas Barden, against the said Phillip Dwyra.

JOHN SHIRREFF,
Sheriff of Northumberland County.

Sheriff's Office, Newcastle, 10th Dec., A.D., 188

Probate Notice.

Province of New Brunswick,
County of Northumberland }

To the Sheriff of the County of Northumberland or any Constable within said County. Greeting.

WHEREAS Mrs. Mary Kerr, William Kerr and Daniel Ferguson, Administrators of the Estate of James Kerr late of Chatham in said County, deceased, have filed an account of their administration on the said Estate and have prayed that the same may be passed and allowed.

You are therefore required to cite the heirs and next of kin of the said deceased, the creditors and all others interested in his said Estate, to appear before me at a Court of Probate to be held at my Office, Newcastle, within and for the said County, on Wednesday the Tenth day of May next, at eleven o'clock in the forenoon, to attend the passing and allowing of the said account of administration on said Estate.

Given under my hand and the seal of the said Court this third day of April, A. D. 1882.

(L. S.)

Sgd. G. B. FRASER, Registrar of Probates, For Said County.
Sgd. SAM'L THOMSON, Judge of Probates, Northumberland.

4127

VALUABLE REAL ESTATE AT AUCTION, WATER STREET.

I AM commissioned by Captain A. S. Templeton to sell his valuable Freehold, at present occupied by him. The Premises are well adapted for a Drug, Grocery or other Cash Business. An entrance with hallway from the Street to the interior leads to all the apartments therein. The House is Two Stories, with Attic. Also, Woodhouses and Barn in the rear; entrance from Gillispie Street, Foundry Lane. The main House, below stairs, contains HOP, Parlor, Dining Room and Kitchen; above stairs, contains Drawing Room and Bedrooms. Attic, two Bedrooms. For a Private Boarding House, it has no superior. If not disposed of by 1st JUNE, it will on that day be offered at Public Auction, at 12 noon. If intending purchasers desire it, $600.00 can remain on mortgage. Further particulars can be had on application to the proprietor, or to the subscriber.

—ALSO—ALL HIS—

Household Furniture, etc.,

will be disposed of on the same day, commencing at 10 a. m., sharp. But, should the House Property be sold prior to June 1st, the Furniture Sale will immediately follow, when due notice will be given.

WM. WYSE, Auctioneer.

Chatham, 20th Feb., '82.

FARMERS AND GARDENERS.

We wish to call your attention to our complete assortment of

FRESH SEEDS.

As usual, our stock is the best and most reliable to be had in the market. We make it a point of always keeping only the first quality of seeds, and will guarantee every package sold.

Flower Seeds.

These are carefully selected. Very choice, comprising every variety indigenous to the climate. For particulars see our catalogues.

REMEMBER THE PLACE.

Newcastle Drug Store.

E. Lee Street, - Proprietor

Newcastle, April 10, 1882.

LANCASHIRE

Insurance Co.

JOHN ELLIS, Esq., has accepted the Agency of the Lancashire Insurance Company for Chatham and Newcastle, N. B.

J. McGREGOR GRANT,
General Agent, Lancashire Insurance Co.,
St. John, N. B.

FARM FOR SALE.

THAT well-known Property lately occupied by Mr. Wm. Hartt, and better known as the "McGEE STAND," is now offered for sale.

For terms, etc., apply to—

J. N. WATHEN, Millerton.

6m30

BUSINESS NOTICE.

The "MIRAMICHI ADVANCE" is published at Chatham, Miramichi, N. B., every THURSDAY morning in time for despatch by the earliest mails of that day.

It is sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Publisher) at the following rates:—

If paid in advance, - - - - $1.00.
" " within 2 months - - - - $1.50.
" " after 2 months. - - - - $2.00.

Advertisements are placed under classified headings.

Advertisements, other than yearly or by the season, are inserted at *eight cents* per line nonpareil, (or eighty cents per inch) for 1st insertion, and *three cents* per line (or thirty-six cents per inch) for each continuation.

Yearly, or season, advertisements are taken at the rate of $6·75 an inch per year. The matter in space secured by the year, or season, may be changed under arrangement made therefor with the Publisher.

The "MIRAMICHI ADVANCE" having its large circulation distributed principally in the Counties of Kent, Northumberland, Gloucester and Restigouche (New Brunswick), and in Bonaventure and Gaspe (Quebec), among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers superior inducements to advertisers. Address

Editor "Miramichi Advance." Chatham N. B.

Miramichi Advance.

CHATHAM. - - - APRIL 20, 1882.

The Miramichi Valley Railway.

NO II.

It is not necessary, in discussing the question of the Miramichi Valley Railway, to refer at any length to its position before the time when it was made a practical subject of discussion among our public men, and of Provincial legislation. It had its place among the important Railway projects of the Province very soon after the route of the Intercolonial Railway was decided upon, and was a part of the scheme in which was included the Grand Southern, the Central, St. Martin's and Upham and a lot of minor roads—thirteen in number, all told—to aid which the Subsidy Act of 1874 was passed. That Act, we may remark, was almost as great a surprise to the people of the Province as that sprung upon the Legislature early in the present month, which provides a subsidy for seventeen lines of railway, a bridge at Fredericton and a Dry Dock at St. John. If the Government could consistently argue that such aid as they offer in the Act of last Session ought to be given to some of the lines provided for, of accepted by the promoters of others, it would be evidence of an honest desire on their part to promote the public welfare. Their experience, however, with the promoters of such of the lines projected in '74 as were even seriously contemplated, and their treatment of railway enterprises since the elections of 1878—to say nothing of the record of prominent members of the Government in connection with the Act of '74—are such as to convince their best friends that the last Act, so far at least as the Miramichi Valley and nearly every other line covered by it is concerned, is one of the most flagrant examples of useless and insincere legislation that ever encumbered the statute books of the Province.

We are quite sensible of the fact that in taking this ground we may bring upon us the adverse criticisms of those who have encouraged and allowed the Government to give us a stone when we are entitled to bread, but we only ask our Miramichi readers to give their attention to the facts as we shall present them, feeling that they can but lead those who read them with unprejudiced minds to the conclusions we have arrived at. So far as the Local Government is concerned, we submit that their Railway Act of 1882 is but a mockery of the people of the Miramichi—an electioneering device, an Act not asked for or demanded by the people and a measure which proves most glaring inconsistency on the part of leading members of the Government.

It will be remembered by a good many of our readers that the present Attorney-General, Hon. J. J. Fraser, has always professed to have a great interest in the Miramichi Valley Railway. He has, on a good many occasions, avowed such interest, one of them being well remembered by some of our legislative friends, no doubt—that when the question of location for the new Parliament Buildings was before the legislature for decision and when he stated the fact that the Miramichi Railway had greater claims upon the Province than any other then projected—claims which he said must be recognised. If the Attorney-General had been sincere in thus expressing himself in reference to our Railway, and if he believed the finances of the Province warranted the Government in aiding it with an adequate subsidy, it is clear that his influence ought to have been exerted in a *bona fide* way to secure such aid by Act of Assembly. The fact that he has expressed his belief in the superior claims of the Valley Railway upon the Province will, we think, not be questioned. That point being established, we shall proceed to show from his own utterances that he believed the Province able to subsidise the road to the extent of at least $5,000 a mile. To do this we refer back to his speech delivered in the Legislature on 27th March, 1874, Official Report of Debates, pages 104 and 105. On the point of the ability of the Province to meet the proposed liability involved in the Bill (Subsidies Act of 1874) he said:—

The income of the Province, at the present time, not including the grant of $10,000 from the Dominion for immigration purposes, is $552,000, and the expenditure for 1874 is estimated at $521,000. From the latter sum deduct charges which, if railways were built, would not be a part of the ordinary expenditure, and other items, not ordinary expenditure, viz: immigration $22,000; steam navigation, now $19,000, reduced by $12,000; county surveys $2,300; excess of vote for general elections $5,000; loan to the agricultural board for stock $4,000; making in all $45,300, leaving expenditure at $475,700, and giving an annual surplus of $76,300, which amount represents a capital of $1,271,656. The amount of indebtedness assumed by the Dominion is $8,176,680, and the amount of the debt, as stated by the Dominion account, is $7,680,000, from which deduct for Eastern Extension $150,000, and for Western Extension stock $300,000—$450,000—omitting for the present St. Andrews Railway stock, leaving the debt to stand at $7,230,000. To this add the amount of liability for the Albert Railway—$380,000—and the debt would stand at $7,610,000, which deducted from the indebtedness assumed by the Dominion, leaves $566,680. To this add the balance in hand—$150,000—and the amount of capital represented by the annual surplus, as above, viz.: $1,271,666, and we have $1,989,000. As the 300 miles of railway will only be in fair progress when the next census is taken, we may add the increase of income resulting from the increase in population which, at the rate of increase during the past years, will be $32,000. This represents a capital of $533,333; adding this amount to the $1,989,000 we have $2,521,699, to meet railway liabilities to the amount of $1,500,000. Again if the $63,000 a year be not continued after 1877 we would still have sufficient without drawing on the Crown lands to meet the railway liabilities, and we would only be called to draw upon the Crown lands in the event of the failure of our just expectations. In reference to Eastern Extension and Western Extension stock, the reduction of $22,000 for immigration would appear necessary only in the event of a withdrawal of the subsidy of $63,000, expiring in 1877.

It is not necessary to give to our readers a comparative analysis of the above figures, but we will take the last authoritative statements made in reference to our finances on behalf of the Government in the Legislature at Fredericton, to show that although the present Attorney General's figures of 1874 have not been fully borne out by his own and his successor's financial operations, yet the people are officially assured that there is, perhaps, a better surplus this year than in the rosy-hued railway period when the Provincial Secretary made the above financial exhibit. Members of the Government have, this year, assured the Legislature that we have a surplus of $37,303 and that the $150,000 still due from the Dominion on account of Eastern Extension would be paid almost immediately. If the Secretary of 1874 estimated upon the Western Extension stock claim of $300,000 it is fair to include it in the "capital" estimate in 1882, so these two last mentioned items foot up $450,000, representing, at 4% interest, $18,000 a year. To this add, as the Secretary did in 1874, additional subsidy on increase of population $32,000, and the figures representing our ability to pay Railway subsidies, are as follows:—

Surplus 1882,	$37,300
Interest on claims to be paid by Dominion,	18,000
Additional subsidy on account of population,	32,000
	$87,300

This surplus, on the plan of the Secretary in 1874, at 4%, the interest to be paid on the subsidy debentures under the act of 1882, would represent a capital of $2,183,000, which throws the Railway-aiding ability of the Province in 1874, as represented by the present Attorney General, into the shade, because the Debentures of that year bear six per cent. interest. This capital would be sufficient to build 727 miles of Railway at $3,000 a mile or 436 miles at $5,000 a mile. We therefore submit that, as leader of the Government and a native and professed friend of the Miramichi, Hon. J. J. Fraser should not have been less liberal in 1882 than he professed to be in 1874, when he knew the ability of the Province to aid our road was even greater this year than when—as Provincial Secretary—he made the encouraging statement of the Provincial finances which we have quoted. It is, abundantly evident that Mr. Fraser has not the real interests of the Valley Railway at heart, that he is not willing to aid it to the extent of the ability of the Province and not willing to accord to it the same assistance as he gave to roads in other localities whose claims were not in any way so good as those of the Miramichi. We hold that Mr. Fraser, as leader of the Government, has trifled with our just Railway claims and that, as one strong and influential public man, to whom we had a right to look for fair and *bona fide* treatment, he has joined with others in offering what is only a political makeshift.

We intended, in this week's article, to to refer to the position of the present Provincial Secretary, Hon. Mr. Wedderburn, on this railway question, to further and still more plainly prove the absolute insincerity and mockery of the Government's railway legislation of this year, but must reserve that part of the subject until next week. After we have done with the legislation and position of those leading legislators in the matter, we will show how short-sighted and selfish has been the spirit with which certain Miramichi men have meddled with the question, with the result of injuring the prospects of the undertaking and preventing the actual work of construction for years to come.

Death of the Archbishop of Halifax.

With the lamented death of the late Archbishop Connolly of Halifax still very fresh in the memory of the people of the Maritime Provinces, and of many others in Canada and abroad, comes intelligence of the decease of his successor, the Most Rev. Michael Hannan D. D. which took place at the Archiepiscopal residence, Halifax, on Monday forenoon last at eleven o'clock, from a cold and consequent prostration. The ecclesiastical jurisdiction of the late Archbishop included the bishoprics of Halifax, St. John, Chatham, Arichat, and Charlottetown. The *Globe* says, in all these places, as well as in the United States, and other parts of the world where he was well known, the mild tempered, earnest, devoted Archbishop was greatly beloved. Dr. Hannan was the third Archbishop of Halifax, but he comes of a longer line of Nova Scotia Bishops. The Right Rev. Edmund Burke, whose memory still lingers in the recollection of some older people, was consecrated Bishop of Sion and Vicar Apostolic of Nova Scotia, July 5th 1818; he died 1st December, 1820; to him succeeded the Rev. William Frazer, Bishop of Tanes, in 1825, who was transferred to Arichat in 1844, and in the following year 1845, Dr. William Walsh was consecrated Bishop of Halifax, and was raised to the archiepiscopal dignity in 1852; his death occurred Aug. 10, 1858, when Dr. Connolly, then Bishop of St. John, was translated to Halifax. Archbishop Connolly died in 1876; and Dr. Hannan was consecrated his successor on May 20, 1877.

Dr. Hannan, says the *Globe*, was a native of Ireland, and came to this country when quite a young man in 1840, and entered upon the duties of a Professor in St. Mary's College. He entered the ministry in 1845, and from that time until the present, has lived the life of a most active, earnest priest, founding benevolent, charitable, religious and temperance societies, schools and other institutions of learning, and laboring to promote piety and godliness among the people. As Vicar-General of the Diocese he was constantly at work, and withal lived so humble and retiring a life that on the death of the late Archbishop very few at first thought of him for the Archiepiscopate dignity. But in the choice of names his stood first, and the Pope selected him for the position. In Halifax the office and dignity of Archbishop of the Church of Rome is one of recognized importance and influence, and the late Archbishop by reason of his tact, the fine qualities of his mind, his knowledge of the people among whom he lived, and his pride and interest in all things belonging to the city, was as warmly esteemed by the whole community as he was loved and respected by his own people.

A Severe Arraignment.

The Halifax *Chronicle* of 13th inst., publishes a letter from Mr. John Murray, late engine driver on the Intercolonial Railway, in which the management of the railway is severely arraigned. He criticizes the evidence given at the recent inquest on the death of Conductor Geldert, and both from that and from his own knowledge confirms the view heretofore expressed quite freely that it was the result of overworking the officials and letting the rolling stock run down. Mr. Geldert was placed in charge of a train when he was exhausted, and, what is worse, was going to Halifax to take charge of an express train. He fell asleep at his post. What if he had gone through and taken charge of the outgoing express with its human freight? Is there not enough reason to believe that he would have failed in that more responsible position, and that thus a greater disaster would have occurred? But besides the exhausted state of the conductor the train he was in charge of had other disadvantages. The fireman was a green hand, and the engine (No. 73) was not fit for service. It was an "old trap" Mr. Murray says, and he writes that other engines have been put on the road when they should have been in the scrap pile. After experience with No. 73, and after some repairs had been effected on it, Mr. Murray reported that it was not fit to haul more than eight or nine cars. On the unlucky day when poor Geldert was sent to take that train to Halifax this worn-out engine was put on to haul *thirty-seven cars*. No wonder the train got "stuck in a hole," and remained there long enough for another one to come upon it and produce a tragedy. That Geldert was overworked and exhausted is beyond question. Mr. Murray gives instances of the overworking of others. He himself has worked one hundred and twenty-six hours in a week, an average of 18 hours per day, Sunday included. He has been kept at work for forty-eight hours without sleep. The whole service of the Intercolonial seems to have become demoralized. Many of those who are in it have been appointed purely for political reasons, without regard to fitness for their duties. The good men are disgusted and anxious to get away. Mr. Murray tells us that he has resigned his situation and is going to seek a home elsewhere, because he feels that the lives of the men on the road are not safe under present management.

A portion of his letter—that referring to Geldert's train and the condition of the engine, etc., is as follows:—

Mr. Hunt, Engine Driver, in his evidence says:—

"I left Truro on Wednesday night with Mr. Geldert's special at 11.40. I was stuck at Shubenacadie a little while, having a heavy train. I was stuck again this side of Milford station; then I got to Elmsdale all right, then I got the fireman to clean out the fire, got in water, and oiled the engines to go ahead. I left there and next got stuck at Grand Lake. I got into a hole there, and for a time could not make any headway, nor get back."

Well, I think that Mr. Hunt is not the only one that has been stuck in a hole. I think that if they do not get some new and more suitable officers, the whole Government at Ottawa will be stuck in a hole and they will have to send for our old and efficient chief, Mr. C. J. Brydges, to pull them out. Can Mr. Hunt explain this: According to the book of rules, Conductor Geldert should have sent a man back with a red signal at Shubenacadie, to protect his train there. He would have to send another one out on the same errand at Milford. He would have had to go back himself at Grand Lake to protect his train. Then who would have been left to attend the van brake and to assist Mr. Hunt out of the hole? "Oh," the officials will say, "he could have brought his men in again," but practical railroad men, in fact almost anyone, will see that while these men are coming into their train, another train running in the same direction might overtake them, for it does not take long for a train, running at the rate of twenty miles an hour, to overtake a man walking. A juryman asked the question, "What was the cause of your stopping?" The answer was, "I had a heavy train, and the track was slippery." Mr. Hunt, when he answered that question, was placed in very peculiar circumstances. I have been in the same place myself with Conductor Berry on a case where a man was killed by our train at Hampton, in the summer of 1879. There was a party sent there then to "watch the case in the interests of the Intercolonial Railway," and I observe that the same party has been at the two investigations that have lately been held at Halifax for the same purpose. I am of the opinion that they are there to "kill two birds with one stone," not only to watch the case in the interest of the railway, but to watch the men also. Mr. Hunt might have said that he had too much train, a poor engine, poor coal (if it was that generally used), and a green fireman.

Now, I will tell you a few things I know about engine No. 73. On referring to my "driver's check book." I find that I ran engine No 73. Mr. Hunt will probably recollect the circumstances. It was the evening of the 22nd of Feb., or the evening on which Mr. Coleman would not permit him to go through to Moncton on the express. I will try to explain the circumstance clearly. I had just got home after doing a hard day's work, and had just taken off my coat, when I heard a knock at the door. I answered that knock and found that it was E. S. Allen, Locomotive Foreman of Truro. He told me that Mr. Hunt had come up on No. 11 train (which is the express), and that Mr. Coleman would not allow him to go through to Moncton, as he was afraid that he would give out on the road. He inquired if Mr. Harvey Smith, another engine driver, was in, as he was wanted to take Mr. Hunt's train from Truro to Moncton. On being told that he was not in, he told me that, as he had no one else to send, I would have to go. I put on my coat, went over to the station and found the train waiting for me. There were two engines coupled to the train Mr. Hugh Tait, with engine No. 56, was ahead. I found that engine No 73, the one that I was running, would not make steam enough to apply the vacuum brake. I told my fireman, E. Nelson, and George Turnbull, Hugh Tait's fireman, that if I could get the old trap to Moncton I would not take her out again. On my arrival in Moncton I was ordered to take her out again, but I reported myself sick to the locomotive foreman, as I did not feel well at the time, and I came home to Truro as a passenger.

On referring to my check book again, I find that I ran engine No. 73 on the 14th day of March on train No. 1. I had then with me one of the oldest and best firemen on the road, Paul Peterson, and I think that it was one of the hardest days that I ever spent on the road. I think that we cleared out our fire and ash-pan four times between Spring Hill and Moncton, a distance of 66 miles. I am certain that if Mr. Peterson were called upon he would certify what I have stated. On my arrival at Moncton, I reported in the engine driver's report book as follows:

"Engine No. 73 wants front end examined; will not steam. Engine is not fit to run in a snowstorm."

They opened the front end, put in one or two bolts—one hour's work; told me I would have to go on No. 16 train, with same No. 73 engine. I took the engine out of the shed; went over to the train despatcher's office to get my orders. I think that train despatcher Brown was on that night. I reported the engine not fit to haul more than eight or nine cars. The engine since has had no repairs done to her of any consequence. Mr. Hunt on the night of the accident had thirty-seven cars. He had also a green fireman, a man who, on his own evidence had only fired for fours weeks. I am speaking as an engine driver. Had Mr. Hunt, when stuck at Shubenacadie, set off into a siding about one-half of the train that he had on, poor Geldert would be alive to-day, the number of widows in Truro would be less by one and the orphans by three. But what was the reason that Mr. Hunt did not put off some of those cars? I think that I can throw a little more light here. I am told that Mr. Hunt set off some cars some time ago, and that Mr. Coleman fined him ten dollars for so doing. I know that if engine drivers were allowed to use their own judgment as regards the number of cars their engines can haul, or where to stop and take water and coal, there would be fewer accidents and more general satisfaction by far. If Mr. Coleman would look after his own department, and see that train despatchers move trains with better regularity, it would be more convenient and safe for the people and their goods.

Mr. Graham asked Mr. Hunt the question: "Is it not an unusual thing to get stuck?" Mr. Hunt answered: "No; I have been stuck with an engine alone." I believe him there, if it was such an old trap as the one he had when stuck at Shubenacadie, Milford and Grand Lake.

Mr. Graham asks: "The accident would not have occurred if the signals had been out?" The answer was "No."

This is not a question which Mr. Hunt could answer. I have known several cases on the Intercolonial Railway where trains have run past signals without the signals being seen. But if the engine had been able to have hauled the train the accident would not have happened.

The Coroner asked brakeman Thomas O'Hearn: "Can you read?" The answer was: "Yes." If this question had been asked of the most important witness on this case, I think the answer would have been "No." This inability is probably the reason why the order was not read to the fireman.

We will now turn to Mr. James Nairn. Mr. Thompson asked: "Do you know anything of the engine on Geldert's train?" Answer: "I formerly drove it, and it was in good condition then. I should say from appearance that it was fully as good as the one I had that morning." Mr. Nairn's statement was correct, as he had engine No. 28, another old trap, that was condemned by Mr. Harvey Smith and other drivers, and an engine that should have been in the scrap-heap instead of running on the road. I would like to know how long it is since Mr. Nairn has driven engine No. 73, as she was sent down from Moncton to replace the one that fireman Cameron was killed upon at Windsor Junction.

I will now leave the inquest as it would take too long to show up everything that needs showing up.

On the 29th of March I arrived at Truro from Richmond at about 11 o'clock, p. m. Mr. Hunt, with engine No. 73, had come up ahead of us. He was ten hours coming up a distance of 60 miles, owing to his having a heavy train. He was stuck on Bedford grade and had to back down, and on his arrival at Truro that night he was pretty well worn out, as he had run from Truro to Halifax that same morning, making in all 122 miles that day. If both Mr. Hunt and Mr. Geldert had been allowed to go home and to bed and fresh men had been put in their places the accident would not have occurred.

The concluding portion of Mr. Murray's letter is as follows:—

Now, before I close, I wish to ask the management a few questions:—

1. Why are trains allowed to run at no greater speed than ten miles an hour on the Pictou Railway? Is it not because the road is known to be in a bad state?

2. Why are men made to run one hundred and twenty-six hours in a week, forty-eight hours without sleep, and then reported for refusing duty on Sabbath morning?

3. Why were Hiram Archibald and John Pollock, brakemen, not allowed to come home from West River to Truro on the 25th of March, after reporting themselves not fit for duty, having then worked a whole week, with only twelve hours' rest.

4. Why does a certain section foreman on the Pictou road get up at 12 o'clock at night when he hears a train passing his house, and listen till he hears her blowing for the station past his section, and then thank God that she got over his section safely?

5. Why are the section men at Dorchester not supplied with some new rails to put in? I was told by one of them the other day that they have got none since the change of Government. They have had to cut an old iron rail to replace a broken one.

6. Why are trains detained at Richmond Station one hour, the yard being so blocked up that they can neither get in nor out, owing to the inefficiency of the staff?

7. Why are not some of those good men who are leaving the country hired to run the trains? I know myself of instances where trains have had to be cancelled for want of men to run them.

8. Why have Debert and other sidings not been shovelled out this winter, so that trains could cross with safety?

9. Why have so many trains been thrown from the track this winter?

10. Why is it that emigrants are allowed to be 12 or 13 hours on the road from Halifax to Moncton?

11. Why are engine drivers and firemen made to run from 370 to 380 miles without rest, and sometimes without food?

12. What caused the smash-up at Berry's mills, on the Northern division, but the falling asleep of all the men in the van?

13. Do you think that Conductor Geldert (if he had not been killed) would have been fit to have taken charge of numbers one and two express trains, as he was going down to do, having to run from Halifax to Amherst and back again, a distance of 276 miles?

14. Why does Sir Charles Tupper, in the house at Ottawa, praise the management of the Intercolonial Railway and tell the people that he has saved so much money?

I think that I have asked these officers quite enough questions for the present, and by the time they have answered these I shall have a few more.

The management of the Intercolonial Railway being a Government matter the discussion of it sometimes assumes a party aspect. Let my readers understand that I am not writing of it with any political object or any hope of gain to myself. I am seeking no office or favor. I have always been in sympathy with the Conservative party. I have resigned my situation on the railway because I feel that my life would not be safe to run under the present management. I am leaving Nova Scotia, as many of my fellow-workmen have done, but, before I go, I wish, in the interests of the public, and, more particularly in the interest of the men on the road, to show up the mismanagement that exists and endeavor to effect the reform so much needed.

JOHN MURRAY,
Late Engine Driver, I. C. R.

A Model Libel Suit.

A letter appeared in the ADVANCE of 16th Feb'y last from a Kent correspondent in which reference was made to Mr. Girouard, M. P for Kent County. The letter was not flattering to him and argued that he had been guilty of what lawyers call perjury in his endeavors to secure the office of Councillor for one of Parishes of the County that sent him to Parliament with only 800 votes out of the 3500 on its electoral list. Mr. Tweedie, one of the proprietors of the *World*, appeared to have become much interested in poor Mr. Girouard's reputation and he sent on two or three occasions from his office a gentleman regularly employed there, to the editor of the ADVANCE demanding that the name of our correspondent be disclosed. The editor of the ADVANCE wrote Mr. Tweedie over a month ago, for the second time, informing him that an answer awaited him and would be given when he put his request in writing. This lawyer-publisher has not thought it worth while to trouble us since with messages in reference to the threatened libel suit in behalf of the "injured innocent" Mr. G. A. Girouard, M. P. It may be that Mr. Tweedie was merely "fishing" around this office, in the interest of the newspaper enterprise in which he is engaged. Or, he may have imagined that as soon as he sent us the message demanding our correspondent's name and threatening a libel suit we would be "scared." This, to his mind, would drive us in terror to a lawyer's office and we would have to pay a retainer for advice, etc. Well, it had no such effect. If Mr. Tweedie can play at publisher we can play at lawyer and we think we know enough about the libel business to see Mr. Tweedie and Mr. Girouard, M. P., all the way across it. The lawyer who would make demands upon a publisher and put on formidable "shapes" as Mr. Tweedie has done in this matter, and then back down when the publisher became his own lawyer, is not in a position to be complimented on his pluck or legal prudence. Much less is his course to be admired when he has with him, in the matter's full-fledged M. P. who has the distinguished honor to be a joint in the political tail of Sir John A. Macdonald. Mr. Tweedie is, of course, well known to our readers, so we need not indicate what kind of gentleman he is, further then to express our surprise that a person of his usual good judgment does not know better than to indulge in fishing expeditions around the ADVANCE office. His friend, Girouard, M. P., is one of the needy kind of politicians and became somewhat notorious through a certain $2,460 transaction, the history of which may be a little interesting just now. It is as follows:—

In the winter of 1871-2, one Girouard contracted with the Department of Public Works for the delivery of a certain number of sleepers or ties for the Intercolonial Railway. His own statement of the case (see Sessional paper 36 d, 1881) was:

"I was ordered to deliver them in Bathurst where the railway station now stands, and I did not raft them very substantially on that account. But afterwards I was ordered to deliver them at Little Rocher, and of course they had to be taken by water. Then a storm occured, broke the rafts, and the sleepers were lost in the Bay."

The number lost was 8,000, which, at 33 cents per tie, amounted to $2,640. For this sum Mr. Girouard made sundry demands upon the Government, but in vain. In March, 1873 he visited Ottawa to press his claim, and as it seems by the following letter, would have no difficulty in getting it paid providing he could get the approval of the officer in charge of the ties. His letter is as follows;

OTTAWA, 30th March, 1873.

MY DEAR SIR,—I wish to inform you that I am here since last Monday to try to arrange with the Department of Public Works certain claims I have in relation to my sleeper contract for section 9, Intercolonial Railway. One claim I have established is for a certain quantity of ties which I lost in the Bay of Chaleurs, and which you know yourself I have sustained that great loss. If I had your certificate, stating it was understood I would be paid for them, I have no doubt but I would succeed in getting something from the Government. It would be merely an easy thing for you to do, and it would be a great help to me, as you know I lost so much in those transactions, so I sincerely hope you will be kind enough as to give me a help. I have no hesitation that if you consent to send me your certificate there would be no trouble for me to be paid. I often spoke to you about it, and, if you recollect, you said I would be paid for them. All that I want from you is merely a written acknowledgment of your having consented at the time that I was entitled to be paid for them, that is, for the loss of those sleepers in the bay, and you can rest assured you will not be troubled at all about it. The Minister states that if I had some written agreement or certificate from you, that I am entitled to get a certain sum or be paid for them.

The Department would pay without any hesitation whatsoever; I have good influenced men working here for me. Therefore I hope you will send me a letter with certificate to that effect. I enclose you a memorandum of my account made against Department for those sleepers lost, and you will see how much you will help me. Please wire Monday morning if you are mailing those documents, and on my return shall call and see you without fail.

Yours respectfully,
G. A. GIROUARD.

To this letter Mr. Stevenson replied as follows:

MONTREAL, 2nd April. 1873.

Letter of 13th received; cannot give certificate you ask for.

W. H. STEVENSON.

Subsequently the matter was referred to Mr. C. J. Brydges, Commissioner of the Intercolonial Railway, who reported that Mr. Girouard had no claim—that he was paid in full, and that he had signed a receipt to that effect. The following is a copy of receipt:

5th November, 1873.

Received from the Commissioners appointed to construct the Intercolonial Railway, per the hands of Mr. W. H. Stevenson, the sum of three thousand seven hundred and thirty-eight dollars and nine cents, payment *in full* for sleepers on *sections 9 and 15*.

(Signed) G. A. GIROUARD.

This report silenced him for a while, but being elected to the House of Commons in 1878, his position to demand was somewhat strengthened. Accordingly he writes under date of April 18th 1879, to Sir Charles Tupper, asking for settlement, and says in his letter: "*I need not tell you that I am in great need of that amount just at present.*"

Sir Charles Tupper submitted the claims to the officers of his department, and on the 10th June, 1879, Mr. Girouard was sent the following letter:

10th June, 1879.

SIR.—With reference to your letter of the 18th April last, transmitting memorial in relation to your claim in connection with contract for supply of sleepers for Sections 9 and 15, Intercolonial Railway, in the years 1871 and 1872, I am to state that after due consideration, the Minister of Railways and Canals finds your claims cannot be admitted.

I am, Sir, your obedient servant,
F. BRAUN, Secretary.

G. A. GIROUARD, Esq., M. P.,
Buctouche, N. B.

Mr. Girouard still persisted in asking payment for his ties, and the matter was next submitted to the official, sworn arbitrator of the Government. He, after the fullest examination of witnesses and the most careful inquiry into the whole question, reported against the claim under date of November 3rd 1879.

This decision did not suit Mr. Girouard, and so he made another demand for payment. This time the matter was referred to Mr. F. Shanly, Chief Engineer of the Intercolonial Railway, who reported favorably.

Sir John Macdonald in the absence of the Minister of Railways, recommended to the Council the payment to Mr. Girouard of the sum of $2,640.

Here then is a claim, payment of which was refused.

(1) By the old government previous to their retirement from office in 1873

(2) By Mr. W.H. Stevenson in charge of railway ties on sections 9 and 15, who could not fail to know all about the matter.

(3.) By Mr. Brydges, Commissioner of the Intercolonial and the Mackenzie Government.

(4.) By Sir Charles Tupper, Minister of Railways.

(5.) By James Cowan, Official Arbitrator.

But at the instance of Mr. Shanly, whose regard for Mr. Girouard might possibly be increased by the consistent support which he gave his leader in Parliament, the claim is recognized and we had the somewhat suspicious circumstance appearing in the political history of this Parliament of a Prime Minister handing a cheque for $2,640 to one of his supporters on the back benches for a claim five times reported against, said supporter being, as the Toronto *Globe* said at the time, evidently "bought like a beast in the shambles." So much for Mr. Tweedie's alleged client and pretended libel suit.

It is possible that Mr. Tweedie's paper may again arraign the ADVANCE for violating the impersonality of journalism, because we have exposed this Tweedie-Girouard business. If it take that view of the matter it will be quite welcome to it. We will promise this, however, that when the publishers of the *World* cease their private annoyances of the publisher of the ADVANCE they will be treated accordingly, and so long as they mix themselves up with public men in public matters we will—in connection with those matters—place them in their true position before the public.

FALL OF A GREAT HOUSE.—The great Dry Goods House of A. T. Stewart & Co., New York, is to be numbered among the things of the past. Since the death of its great founder it is said to have been steadily losing money, under the management of Judge Hilton.

THE DOMINION ELECTIONS.—It now appears quite probable that the Dominion elections will be brought on soon after the session closes at Ottawa. In any case we hope the electors will not be misled by any of the little political rumors set afloat by interested parties in reference to the probable representation of Northumberland in the House of Commons for the next Parliamentary term. We may say that the friends of our present representative are stronger and more numerous than ever before, and remain firmly determined that Northumberland shall not again be delivered over to a half-dozen political managers with whom the interests of the constituency are only a secondary consideration.

Ottawa News.

Several petitions were presented on Thursday of last week, praying that measures be taken to prevent the running of railway trains on Sunday.

Sir Leonard Tilley moved that the House do resolve itself into a committee of the whole to consider the resolution. "That it is expedient that an annual grant of $150,000 be made to aid in the development of the sea fisheries and the encouragement of the building and fitting out of improved fishing vessels and the improvement of the condition of the fishermen."

In reply to Mr. Flynn Sir Leonard said he would make a full statement as to the manner in which the money would be distributed, on Tuesday next.

Messrs. Blake and Anglin urged that this was the proper time to make explanations; the object of moving a resolution before the bill was introduced was that explanations as to the nature of the bill might be made.

Sir John Macdonald contended that this was not the proper time to explain the bill.

Mr. Costigan said he had not yet moved his Irish sympathy resolutions as an amendment to the motion to go into supply, as he still had hopes that an arrangement might be made by which they could be taken up in some other manner. He knew it was hopeless to expect that they could be reached in the ordinary course of business, and he asked that Tuesday next be set aside by the Government for their discussion.

Sir John Macdonald said he would not like to set apart Tuesday for that purpose, as the Minister of Railways intended to make his statement in connection with the Pacific Railway on that day. He would, however, endeavor to arrange for the resolutions to come up on Th