General Business.

NOTICE OF SALE.

TO the executors, administrators or assigns of the late Mary Wynne, late of Chatham, in the County of Northumberland, widow, deceased, and to all others whom it may concern.

Notice is hereby given that by virtue of a Power of Sale contained in an Indenture of Mortgage dated the day of February, A. D. 1881, made between the said Mary Wynne of the one part and James Desmond of Chatham, aforesaid, master ship wright, of the other part, registered in volume 60 of the County Records, pages 476 and 477 and numbered 607 in said volume, which said Indenture of Mortgage by assignment by the said James Desmond to George Fenety, late of Chatham, deceased, and by the heirs and devisees of the said George A. Blair assigned to John Desmond, there will for the purpose of satisfying the moneys secured by the said Mortgage default having been made in payment thereof be sold by Public Auction in front of the Post Office, in the town of Chatham, on Saturday, the 25th day of August, next, at twelve o'clock, noon, the land described in said Indenture as follows:—The one undivided third part the whole into three equal parts being divided of all that piece or parcel of land situate lying and being in the Town and Parish of Chatham aforesaid and bounded as follows, to wit:—Commencing on the west side of Water street at the northeast angle of the store and lands formerly owned by Joseph Samuel, thence northerly along the west side of the said street thirty-six feet or to the southerly line of the land conveyed to Thomas Fenety by Francis Peabody, deceased; thence on a line north seventy-eight degrees twenty minutes west sixty-two feet; thence on a line north eleven degrees twenty minutes east [illegible] of the said Thomas Fenety, [illegible] forty-five feet; thence on a line north eighty-eight degrees west to the westerly line of the lands formerly owned by the said Francis Peabody; thence southerly on a line parallel with the west side of Water street thirty six feet or to the northerly side line of the said lands formerly owned by Joseph Samuel; thence on a line south seventy-eight degrees twenty minutes east along the north side of the said Samuels land to the west side of Water Street being the place of beginning and was conveyed to the said Mary Wynne by James H. Peters by Indenture bearing date the second day of August, 1870, as by reference thereto will fully appear.

Together with the buildings and improvements thereon and the privileges and appurtenances to the said premises belonging or appertaining. Terms Cash.

Dated 20th May, A. D., 1891.

JOHANNA DESMOND,
Assignee of Mortgagee.

NOTICE OF SALE.

TO Charles McCool, late of the Parish of Rogersville, in the County of Northumberland in the Province of New Brunswick, Farmer, and now of the United States of America, and to all others whom it may concern.

Notice is hereby given that under and by virtue of a certain power of sale contained in a certain Indenture of Mortgage bearing date the third day of November in the year of our Lord one thousand eight hundred and eighty three and made between the said Charles McCool of the one part and John O'Brien of the Parish of Nelson, in the said County and Province aforesaid, Merchant, of the other part, and duly recorded in the Registry Office of Deeds and Wills for the said County of Northumberland, on the 3rd day of November, A. D. 1883, in volume 60 of the County Records, pages 197 and 198 and is numbered 135 in said volume. There will for the purpose of satisfying the said principal monies and interest secured by the said mortgage default having been made in the payment thereof be sold at Public Auction on the fifteenth day of July, next, at 11 o'clock in the forenoon, at or near the Post Office, in the Town of Newcastle, the following lands and premises situate in the Parish of Rogersville, mentioned and described in the said mortgage as follows: "All that certain piece or parcel of land and premises situate lying and being in the Parish of Rogersville in the County and Province aforesaid, known and designated in the grant thereof to the said Charles McCool of lot number 67 and on the Eastern side of the Intercolonial Railway, containing one hundred acres more or less—Together with all and singular the buildings and improvements thereon.

Dated this 15th day of May, A. D. 1891.

JOHN O'BRIEN,
Mortgagee.

NOTICE OF ASSIGNMENT.

George A. Fleet, of Robertson Brick maker successor to G. A. & H. S. Fleet has this day made an assignment of the estate and effects of that firm to me in trust for the general benefit of creditors without any preference and that the trust deed lies at the office of Mr. Warren C. Winslow, Barrister, Chatham, for inspection and signature of creditors of said firm.

Creditors executing the deed within two months from date are by its terms entitled to be first paid.

Dated the 18th day of May, 1891.

ALLAN G. FLEET,
Trustee.

Give full address and make signature plain.

Canada Eastern Railway Co.

THROUGH TICKETS.

First and Second Class Through Tickets are on sale at

Chatham, Chatham Junction and Blackville

—FOR—

Bangor, Portland & Boston;

—Also—

St. John and all points on

CANADIAN PACIFIC RAILWAY.

Daily connection made with C. P. Railway at Fredericton.

Baggage Checked Through.

Thos. Hoben, Jas. Wetmore,
Supt. G. P. & T. Agt.

Gibson, May 7th, 1891.

DR. JAMES' NERVE BEANS.

NERVE BEANS are a new discovery that relieves and cures the worst cases of Nervous Debility, Lost Vigor and Failing Manhood; restores the weakness of body or mind caused by overwork, or the errors and excesses of youth. This Remedy absolutely cures the most obstinate cases when all other TREATMENTS have failed even to relieve. They do not, like other preparations advertised for Lost Manhood, etc., interfere with digestion; but impart new life, strength and energy in a quick and harmless manner peculiar to themselves.

Sold by druggists at $2.00 a package, or six for $9.00, or sent by mail on receipt of price. Address The James Medicine CO., Canadian Agency, St. John, N. B.

Write for pamphlet. For sold in Chatham by J. D. B. F. MACKENZIE.

MIRAMICHI STEAM NAVIGATION CO'Y.

The steamer "NELSON" and "MIRAMICHI" will run daily on their respective routes from and after Monday, June 1st, as follows:—

STR. "MIRAMICHI," Capt. DeGrace, will leave Chatham for Newcastle at 7 30 a. m., and Newcastle for Chatham and points down river at 8.15 a. m.

STR. "NELSON,"
CAPT. THOMAS PETERSON,

WILL LEAVE

Chatham	Nelson	Newcastle
for Douglastown, Kerr's Mill, Newcastle & Nelson.	for Newcastle, Kerr's Mill, Douglastown and Chatham	(Call's Wharf) for Kerr's Mill, Douglastown and Chatham
SOLAR TIME.	SOLAR TIME	SOLAR TIME.
9 00 a m	9 40 a m	12 15 a m
10 00 a m	10 40 a m	12 15 a m
2 00 p m	2 40 p m	3 15 p m
4 30 p m	5 10 p m	5 45 p m
7 00 p m		7 45 p m

carrying freight and passengers between the points named.

The "Nelson" will call regularly at the Bushville Wharf on the up trips leaving Chatham at 11 a. m. and 4.30 p. m. and on the down-trip leaving Newcastle at 12 15 and 5.15. Passengers from either Chatham or Newcastle will be landed at Bushville on any trip during the day.

RATES OF PASSAGE.

Single fare between Chatham and Newcastle, or Nelson or vice versa, 20c. Return tickets issued on board at 30c. Card tickets good for 20 or 25 trips issued at the rate of 12½ cents a trip.

STR. "MIRAMICHI,"
—CAPT. DEGRACE—

will leave Chatham for points down-river, viz.:—Black Brook, Latham's, Oak Point, Burnt Church, Neguac and Point aux Chenes, DAILY, at 9 a. m., calling at Escuminac on Wednesdays and Fridays, and Bay du Vin on Mondays, Tuesdays, Thursdays, and Saturdays, carrying Passengers and Freight between all points named, and the "MIRAMICHI" passengers for points up-river will be sent thereto by the "NELSON" free of charge. Meals served on board the "MIRAMICHI" at regular hours and at reasonable rates.

EXCURSION DAYS

Tuesdays, Thursdays and Saturdays will be excursion days.

Excursion tickets from all points 50 cents.

All Parties having Freight to ship, to any points down-river must have it on the wharf in the evening. Freight sent by the "NELSON" must be prepaid and Freight on all shipments by the "MIRAMICHI" for points down-river, amounting to one dollar or less must also be prepaid.

T. DESBRISAY, Manager.

TO FARMERS.

For sale a quantity of pure ground bones, fresh from the Chatham Bone Mill. To be sold cheap to encourage farming. Apply to,

J. B. snowball.

General Business.

PAST ALL PRECEDENT!
OVER TWO MILLIONS DISTRIBUTED.

L. S. L.

Louisiana State Lottery Company.

Incorporated by the Legislature for Educational and Charitable purposes, and its franchise made a part of the present State constitution, in 1879, by an overwhelming popular vote.

Its GRAND EXTRAORDINARY DRAWINGS take place Semi-Annually, (June and December,) and its GRAND SINGLE NUMBER DRAWINGS take place in each of the other ten months of the year, and are all drawn in public, at the Academy of Music, New Orleans, La.

FAMED FOR TWENTY YEARS FOR INTEGRITY OF ITS DRAWINGS AND PROMPT PAYMENT OF PRIZES.

Attested as follows:

"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorize the company to use this certificate, with facsimiles of our signatures attached, in its advertisements."

G. T. Beauregard
Jno. A. Early
Commissioners.

We the undersigned Banks and Bankers will pay all Prizes drawn in The Louisiana State Lotteries which may be presented at our counters.

R. M. WALMSLEY,
Pres. Louisiana National Bank.
PIERRE LANAUX,
Pres. State National Bank
A. BALDWIN,
Pres. New Orleans National Bank.
CARL KOHN,
Pres. Union National Bank.

MAMMOTH DRAWING

At the Academy of Music, New Orleans, Tuesday, June 16, 1891.

Capital Prize, $600,000.

LIST OF PRIZES

1 PRIZE OF $600,000 is	$600,000
1 PRIZE OF 200,000 is	200,000
1 PRIZE OF 100,000 is	100,000
1 PRIZE OF 50,000 is	50,000
2 PRIZES OF 20,000 are	40,000
5 PRIZES OF 10,000 are	50,000
10 PRIZES OF 5,000 are	50,000
20 PRIZES OF 2,000 are	40,000
100 PRIZES OF 500 are	50,000
200 PRIZES OF 300 are	120,000
500 PRIZES OF 200 are	200 000
APPROXIMATION PRIZES.	
100 Prizes of $300 are	$100,000
100 do 200 are	80,000
100 do 300 are	40,000
TWO HUNDRED TERMINALS.	
1 998 Prizes of 200 are	$399,600
3,144 Prizes, amounting to	$2,159,600

PRICE OF TICKETS.

Whole Tickets at $40; Halves 20; Quarters 10; Eighths $5; Twentieths $2; Fortieths $1.

Club Rates, 55 Fractional Tickets at $1, for $50.

SPECIAL RATES TO AGENTS.
AGENTS WANTED EVERYWHERE

IMPORTANT.

SEND MONEY BY EXPRESS AT OUR EXPENSE IN SUMS NOT LESS THAN FIVE DOLLARS, on which we pay all charges, and we prepay Express Charges on Tickets and Lists of Prizes forwarded to correspondents.

Address PAUL CONRAD,
New Orleans, La.

Give full address and make signature plain.

Congress having lately passed laws prohibiting the use of the mails to All Lotteries, we use the Express Companies in answering correspondents and sending Lists of Prizes, until the Courts shall decide Our rights as a State Institution. The Postal authorities, however, will continue to deliver all Ordinary letters addressed to Paul Conrad, but will not deliver Registered letters to him.

The official lists of Prizes will be sent on application to all Local Agents, after every drawing in any quantity, by Express, FREE OF COST.

ATTENTION.—The present charter of The Louisiana State Lottery Company which is part of the Constitution of the State, and by decision of the SUPREME COURT OF THE U. S. is an inviolable contract between the State and the Lottery Company, will remain in force under any circumstances FIVE YEARS LONGER, UNTIL 1896.

The Louisiana Legislature which adjourned July 10th, voted by two-thirds majority in each House to let the people decide at an election whether the Lottery shall continue from 1886 until 1895—The general impression is that THE PEOPLE WILL FAVOR CONTINUANCE.

TIRED—

How often we hear people say, "I'm tired," and when they have really not done any thing to make them feel so. It is not that they have been working hard, but that

TIRED

feeling that they experience is caused by the system being run down, and they require a good bracing medicine to build them up—to bring about the desired result they should take Estey's Iron Tonic—then that

—TIRED

feeling will soon pass away. It builds up the system; strengthens the muscles; tones the appetite, and makes you feel like a new person. Sold by all dealers.

NOTICE OF SALE
Under Mortgage.

TO Charles Stuart of the Parish of Glenelg in the County of Northumberland and Province of New Brunswick, Farmer, and all others whom it may concern.

Notice is hereby given that by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the six...onth day of March, A. D. 1881 and made between the said Charles Stuart of the one part, and William S. Loggie of Chatham in the County and Province aforesaid, Merchant, of the other part, and registered in the Records of the said County in volume 60 pages 517 and 518, and numbered 507 in said volume; and also under and by virtue of the Power of Sale contained in a certain other Indenture of Mortgage bearing date the eighth day of May A. D. 1888, and made between the said Charles Stuart of the one part, and said William S. Loggie of the other part, and registered in said County Records in volume 66 pages 47, 48 and 49 and numbered 56 in said volume; there will for the purpose of satisfying the moneys secured by the said Indenture of Mortgage default having been made in payment thereof be sold at Public Auction, in front of the Post Office in the town of Chatham in said County, on Friday, the 17th day of July, next, at twelve o'clock noon, the lands and premises mentioned and described in said first mentioned mortgages as follows:—

"All that piece or parcel of land situate lying and being in the Parish of Chatham aforesaid, on the north side of the Napan River being part of lot number two and bounded on the north by Napan River; "on the east by lands owned by Benjamin Sweezey; "on the south by lands willed to Ellen Stewart by "Charles Stewart, deceased; and on the west by "lands willed to Ellen Stewart by the said Charles "Stewart, the said lot commencing at the north-"westerly corner of Benjamin Sweezey's lot and "running along the north line of the said number "two lot to the big drain, and the same width from "front to rear and containing——acres more or less "being the piece of land willed by said Charles Stewart to Alexander Stewart by will dated the twenty-"fifth day of September one thousand eight hundred "and seventy-seven, as by reference thereto will more "fully appear, and by the said Alexander Stuart "sold and conveyed to the said Charles Stuart by "deed bearing even date herewith, as by reference "thereto will appear."

"Also all that piece or parcel of land situate in "Glenelg aforesaid, bequeathed and devised to the "said Charles Stuart by his father Charles Stewart "in and by his said last will and testament being "part part of lot number two from the westerly line "of the said lot number two to the water fur, at "the east side of sheep cote, and thirty-six rods in "width from front to rear, on the west side of the "said Charles Stuart's, deceased, rear land as by "reference to the said will, will more fully appear,' and the lands and premises in the said last mentioned mortgage described as follows:—

"All that piece or parcel of land known as part "of lot number 2 on which the late Charles Stewart "resided, situate and lying in the Parish of Glenelg "on the south side of Napan River and bounded as "follows:—On the north by said Napan River; on the "west by lands owned by James McGinnis; on the "south by lands now owned by Alexander Stewart "and on the east by lands now owned by Robert "Stewart and being in width from said westerly line "to the east side of line known as Sheep Cot, and "being same width from front to rear. Also thirty "rods in width from front to rear on the west side of "rear lands owned by the late Charles Stewart both "of which properties were bequeathed to said Charles "Stuart by his father Charles Stewart by will bearing date September 25th 1877, as by reference "thereto will more fully appear." Together with all and singular the buildings, improvements, privileges and appurtenances to the said lands and premises belonging or in anywise appertaining.

Dated at Chatham, this 8th day of April, 1891

WARREN C. WINSLOW,
Solicitor of Mortgagee.

W. S. LOGGIE,
Mortgagee.

McIntyre Colt.

A 3-year old colt of the well known McIntyre mare is offered for sale by the subscriber. He is perfectly sound and a fine roadster.

JOHN MORRAN,
Bartibog.

-25

Miramichi Advance.

CHATHAM, N. B. - - - JUNE 11 1891.

The Premier's Death.

Sir John A. Macdonald is dead, and the important event removes from the political life of the Empire a man who has filled a larger place in it than any of his contemporaries, outside of Great Britain. He leaves, even in Imperial Councils few, if any, more able in the all-round work of party and parliamentary life and governmental administration. He has been identified with public affairs in Canada for fully half a century, in different capacities, and prominent in the higher councils of the country for forty-four years, with but brief periods out of power. He has, more than any other of Canada's statesmen, guided the Dominion since it was established, and the impress of his genius is upon every leading feature of its dominant politics and has given an unalterable bias to its national destiny. The limited space of a country weekly's columns prevents our presenting even a sketch of the deceased leader's brilliant career, but as he has been the central figure of our federal politics since confederation, the leading acts of his public life are sufficiently in the memory of the generation. His death creates a breach in the governmental and parliamentary ranks that cannot be repaired. It may be filled with good and sufficient material, but there is not, in the equipment of any man upon whom his mantle may fall, the potent forces and characteristics which made Sir John the magnetic centre around whom men, different and oftentimes diverse in their purposes and conceptions of public life, were drawn and marshaled under party discipline for the working out of our national problems.

The distinguished leader passed away on Saturday evening last at a quarter past ten, and the event, which was expected for days, called forth universal regret. Liberal and conservative Canadians alike feel that the country has lost its greatest public man, and the sympathy of all the civilised nations finds expression through their rulers, public men and press, led by the gracious Sovereign whose greatest colonial subject the dead premier was.

The body lay in state from Tuesday until Wednesday forenoon in the Senate Chamber at Ottawa, where the rich crimson tapestries were shrouded with black hangings and all the panoply of mourning. It was conveyed thence to St. Alban's Church of England, and after the solemn service there, to the C. P. R. depot and conveyed, by special train, to Kingston, where the interment is to take place to-day in Cataraqui Cemetery. There it will rest beside the father, mother, a wife sisters and brother of the deceased statesman.

Sir John's Successor.

His Excellency has not yet called anyone to the premiership. If the Conservative party will centre on Sir John Thompson there is no doubt that the choice will be ratified by both the Governor-General and the country.

Modern Naval Warfare.

Admirers of the "Wooden walls of old England" often express the opinion that the days of scientific naval warfare are over. The ironclad leviathans, which constitute the heavy-armored battleships, and the cruisers and torpedo-boats of the present day are looked upon as much more ornamental, complicated and expensive than practically useful, and there are those who believe that Lord Nelson and his fleets, could they be restored to existence as they were at Cape St. Vincent, Copenhagen, Trafalgar and the Nile, would out-manœuvre and out-fight those showy modern naval innovations. In fact, we sometimes hear it said that there has been no good sea-fighting since wooden sailing ships gave place to iron and steel steamers as vessels of war. Accounts of recent engagements between light and heavy vessels of modern construction and outfit show, however, that it is as well for the safety of human life that these do not often meet in conflict. On 23rd ult. an engagement took place in Caldera Bay, a short distance north of Valparaiso, Chile, in which the Chilean insurgent vessel, the Blanco Encalada, was sent to the bottom by a craft of not one third of her dimensions. The vessel was a fine steel armored cruiser of 2,000 tons register and 3,000 horse power, carrying sixteen guns and having one torpedo tube in her bow. The *Scientific American* says:—

At 3 o'clock in the dark morning as she lay at anchor in the bay, with her fires banked, the Blanco Encalada lookout discovered a light to seaward, which events soon proved to be the electric search light of a government torpedo boat, the Almirante Condell. The light was temporarily obscured by clouds, but in a few minutes two small vessels were discovered bearing down on the Encalada, the other vessel being the Almirante Lynch, another torpedo boat. The officers and crew of the Encalada were quickly in position, but the Condell discharged the first torpedo, which missed its object, the Condell at the same time opening fire with her Hotchkiss guns, in which she was similarly followed by the Almirante Lynch. The Encalada at this time was compared to a huge whale attacked on either side by swordfish. The Lynch next sent a torpedo at the Encalada, which missed, as did also one sent by the Encalada at the Lynch. The Condell then fired two more torpedoes, both of which went wide of the mark, and in return received a shot from one of the Encalada's heavy guns, which killed four men and shattered the rear smokestack, the storm of projectiles from the Hotchkiss and other guns in the meantime making sad havoc with the upper works of the Encalada, and covering her decks with killed and wounded. Twice more did the Lynch send out torpedoes unsuccessfully, the two torpedo boats constantly changing their position around the cruiser. The seventh torpedo was fired by the Lynch when she was bow on to the starboard side of the Encalada. This torpedo, as was the case with the others, was exposed by the search light of the Encalada, and a storm of projectiles was directed at it, to sink it on the way, but this proved ineffectual, and the torpedo struck the Encalada just abaft her foremast. There was a tremendous explosion, and a huge hole extending below the water line was made inside of the vessel, which immediately began to settle and went down in a few minutes. Of the two hundred officers and men on board, one half perished. The Encalada was provided with a torpedo net, but the attack was so unlooked for that this means of defense was not placed in position, and, as she had not sufficient steam up, she was in a peculiarly defenseless position to resist an attack from two such formidable assailants.

The Condell and the Lynch were built by Laird Brothers, of Birkenhead, England. They are sister boats, each 240 ft. long, 27 ft. 6 in. broad, and about 14 ft. deep, with a flush deck, high forecastle and half poop, drawing 8 ft. forward and 11 ft. aft, with a displacement of 750 tons. Each has a steel ram, fitted with a bow torpedo discharge tube, two torpedo tubes being also mounted on the deck on each side of the bow, making five torpedo tubes for each vessel.

On the forecastle are mounted two 14 pound Hotchkiss guns. The conning tower, of 1 in. steel plates, is covered with a steel hood on which is a flying bridge carrying the search light and the mounting for two Gatling guns. Inside the conning tower are telegraphs, steering gear, torpedo discharge and directing gear, so that practically the commander can control, by himself, the movements of the vessel. On the main deck are also two 3 pounder Hotchkiss guns. There are four locomotive boilers, designed for a working pressure of 155 pounds per square inch, each boiler being so arranged that it can be cut off from the rest in the event of a shot disabling any one boiler, while steam cannot escape from the undamaged boilers. The engines are triple compound, with cylinders 22 in., 33 in., and 49 in. in diameter, and having a stroke of 21 in. The propellers are of manganese bronze, three-bladed, and are 8 ft. in diameter, having a mean pitch of 9 ft., and a combined total area of 42 square feet. The vessels, on their official trials, both proved themselves fully capable of making 20½ knots per hour, and after the trials had been made, every part of the machinery was said to be in perfect order. The vessels were each supplied with eight torpedoes from the Whitehead factory at Fiume, the torpedoes being of the service size, 14 in. in diameter by 14 ft. 6 in. long.

The day following the sinking of the Blanco Encalada the government torpedo boats having gained confidence by their success, were joined by a third and proceeded to Chanaral Bay, where the insurgent cruiser Magallanes was. They did not find her unready, however, and after sharp manœuvreing they were obliged to retire, harboring at Valparaiso. A San Francisco despatch of 4th inst. says:

The Magallanes, after receiting ammunition from the insurgent supply ship, decided to steam at once to Valparaiso and attack the three government vessels before they could be repaired. Under the cover of darkness the Magallanes steamed up alongside the Aldea, and fired a broadside which completely riddled the torpedo boat, dismounted nearly all of her rapid firing guns and killed and wounded nearly half of her crew.

The Magallanes steamed quickly for the Lynch, but the crew of the latter were alert. They returned the Magallanes' fire and attempted to launch a torpedo, but failed. The Condell had steamed out and began firing, subjecting the Magallanes to the fire from both government ships, killing and wounding 40 of the insurgent vessel's crew. The Magallanes, under cover of the smoke, began to move astern, and before the fact was discovered, the two government ships were pouring broadsides into each other.

The trick was not discovered until the Magallanes had steamed across the stern of the Condell, and poured in a broadside which nearly destroyed the latter. Meantime the forts could not fire, owing to the fear of hitting the government ships.

When the Magallanes began to steam out of the harbor the forts opened their fire, but only one shell struck the rebel cruiser. This tore a big hole in her deck and dismounted her pivot gun. She then proceeded to Caldera.

Over 100 men were killed in the engagement, fully one-half of whom were on board the Magallanes.

The Condell had to run on the beach to prevent sinking, while the Aldea was so badly damaged that it will require a long time to repair her. The Lynch was not seriously damaged. Three foreign war vessels were in the harbor at the time of the engagement.

Admirers of old-time ship fighting will recognise a familiar feature in the backing of the insurgent ship in the smoke, which left the government vessels peppering away at each other, and when, in the same movement, she got into position to rake one of her enemies fore and aft with a broadside, the advantage of steam over sail is at once demonstrated, to say nothing of the impossibility of a sailing vessel daring to enter a hostile port as the Magallanes did. Those who find pleasure in the diffusion of matter—for matter cannot be destroyed—will wish for a war between some two great naval powers, "just to see the pieces fly."

That Belleduns Affair.

A number of papers opposed to the local government endeavored to make political capital last fall out of the case of a runaway sailor who, after being badly scared by some unduly hilarious young men of Restigouche, made for Dalhousie and was afterwards brought to Chatham and shipped on the barque *Ruby*. Certain gentlemen, who ought to have had respect for their own positions and regard also for the reputation of the community, lent themselves to the work of circulating a story of the sailor's mutilation and murder, under circumstances of disgusting brutality, and made most frantic and censorious demands upon the government for an investigation. They, at last, succeeded in securing an enquiry, in which evidence that would have exposed the hoax was rejected, and the implicated young men were committed for trial. It is understood that the case is to come before the Circuit Court of Restigouche in August. Two of the papers that circulated the hoax last fall have begun the work of coloring it up, already, in order, no doubt, to make the public believe that there was reason for their unwarranted course in the first instance. We stated a fortnight ago, that there was no truth in the alleged finding of a body at Belledune—to say nothing of an inquest—and everybody along the line of railway, from Campbellton to Moncton, knew, when the *Times* and *Advocate* stated a body had been found, a few weeks ago, that they were either imposed upon, or knowingly published what was untrue. Having gone so far as to state that the body alleged to have been found was that of the sailor which they had claimed was murdered, they, had they been honest and truthful as newspapers should be, would have corrected their mistake as soon as they found it out. As they have not done so, it is fair to infer that they desire to prejudice the cases of the young men now under bail to appear and answer for the crime which these papers alleged was commited last fall.

We can understand the motive of the papers referred to in making use of last fall's hoax to prejudice the local government, for it is of a piece with their other tactics and methods for the accomplishment of their political ends, and however puerile and silly they may appear in that connection, it is politics as they understand that important factor in human affairs. Nothing, however, but a predisposition to malice and a desire to work unmerited injury upon their fellows can account for their giving the public a circumstantial account of the finding of a body and an inquest without there being a shred of truth in their story. Men who will do that kind of thing are very dangerous citizens. They are doubly so when they happen to have the printing press at their command with which to spread their slanders over the country.

Effect of the Premier's Death upon the Government.

[Toronto Mail.]

Four British Premiers since the beginning of the century have died in office—Pitt, Percival (who was murdered), Canning, and Lord Palmerston. The Duke of Portland, Lord Liverpool, and Lord Derby were compelled to retire by ill-health. Lord Liverpool was so completely stricken down by paralysis that his retirement may almost be reckoned among the death vacancies. When he resigned he was past tendering any responsible advice as to the succession. Lord Derby, before his retirement, and while in the fullest sense he was still the responsible Minister of the Crown, had advised the Queen to call in Mr. Disraeli. We mention this particularly to shut out any idea so untenable as that of a bequest in any form by a deceased Premier of the first place in the State. Advice given to the Crown must be responsible, and responsibility ends with life. Testamentary disposition is as completely out of the question as nomination by a party caucus or a conclave of Ministers without a head.

When Pitt died, his Government came to an end, and the King was compelled to send for Greenville and Fox. The assassination of Percival was followed by a sort of interregnum, in which negotiations for a coalition Government and for the admission of the Whig leaders to office were carried on, the other Ministers retaining their places meanwhile; but these negotiations having failed, the King promoted Lord Liverpool from the Colonial Secretaryship to the place of First Lord of the Treasury and Prime Minister. When Lord Liverpool received his deathstroke, the discordant sections of the Government which his personal influence had held together fell asunder and a brief suspension of the Premiership ensued. The King, who it must be remembered at that time still exercised personal power, decided at last in favour of Canning. The members of the Anti-Catholic section then resigned and a Government under Canning was formed. When Canning died the King retained his Ministry, promoting Goderich, who had been Colonial Secretary, to the Premiership. But the precedent which, as the most recent and the only one falling within the strictly constitutional period, is most applicable to our case is that of the death of Lord Palmerston. On that occasion the Queen tendered the Premiership, in the words of the "Annual Register," which was known to be written by a constitutional expert, "to the most prominent and experienced member of the Government," who in that instance was Lord Russell. This is the reasonable as well as the approved course. It was in unison with it that the Governor-General of Canada, on the demise of Sir Etienne Tache, tendered the Premiership in the first instance to Sir John Macdonald as the senior member of the Government. There is no good reason for breaking up a Government which commands a majority in Parliament, while it would be obviously wrong to go outside the Cabinet and take a man who was a stranger to its policy and responsibilities, still more to go outside Parliament and take one who at the time had no pledge of public confidence to offer and was without constitutional credentials of any kind. In the present instance the appointment of one who was not in Parliament would be doubly improper, since he could not get himself elected in time to lead the Government during the rest of the session, and to pass the Supplies. The introduction of a head from outside, moreover, would constitute a practical change of Government, and as such would entail a fresh declaration of policy, and an early appeal to the country.

The most prominent and experienced member of the present Cabinet is Sir Hector Langevin. But he is under an impeachment, pending which he must be considered provisionally disqualified for the headship of the nation. In truth, he would show a keener sense of propriety and even a firmer confidence in his own innocence by transferring his department and its records for the time to other hands. Next to him comes Sir John Thompson, who seems to be generally regarded as the natural person to carry on the Government. Carried on the Government must be, since there is now only one month left wherein to grant the Supplies. Even if Sir John Thompson does not feel himself strong enough to remain permanently at the head of the Administration, with the forces which he at present commands, he will probably see that it is his duty to hold the Premiership as it were *in commendam*. in order that the public business may not suffer.

Whether a Cabinet is formally dissolved by the death of its head we leave to constitutional metaphysicians to determine. That it is not necessarily broken up our examples show. Of course it cannot without a head give its collective advice to the Crown.

The members of the Cabinet are not required on a change of the Premiership to go to their constituencies for re-election. No re elections took place after the death of Lord Palmerston or the retirement of Lord Derby, though Mr. Disraeli, in dismissing Lord Chelmsford, who had been Lord Derby's Chancellor, and substituting Lord Cairns, asserted his right to deal with the case as that of the formation of a new Government. The Cabinet is as a body still unknown to the law, which recognizes no Council of the Sovereign but the now antiquated Privy Council. A change in the headship of the Cabinet, therefore, does not affect the position of the members in the eye of the law or bring their retention of office under a new Prime Minister within the purview of the statute respecting elections. Of the Premiership, though really equivalent to the Presidency of the United States, British law takes no cognizance whatever. In the eye of British law the head of the British Government is still the King. The question as to the necessity of re-election, however, seems to be settled in our own case by the Canadian statute which was so grossly abused in the performance of the "Double Shuffle."

In the crisis now brought upon us, the sole desire of all citizens who care for the country more than for party, among whom may certainly be numbered the upright and honourable chief of the Opposition, will be that the public business should not suffer, and that the Government should be in trustworthy and reputable hands. This desire will be fulfilled if the course indicated by the constitutional precedents is followed.

Dominion Parliament.

OTTAWA, June 3.—In the House of Commons to-day Mr. Bowers, of Digby, moved for reports relating to the herring fishery of the Bay of Fundy. He claimed that the herring fishery had been failing and that this involved the failure of other fisheries, and he thought the failure was due to imperfect protection and the destruction of small fish at the mouth of the bay. He read from the report of fishery officer Pratt to sustain his view.

Mr. Hazen reminded the house that he had himself dealt with the question in his speech on the address. He adhered to the opinion expressed then, and read letters from an intelligent fisherman in his county attributing the condition of things to brush weirs and the sardine business.

Mr. Skinner spoke to the same effect, referring to the winter herring fisheries, which this year were an entire failure and in former years were exceedingly important and profitable.

Mr. Forbes (Queens, N. S.) took this opportunity to explain that if the government had not protected the fisheries it had not done its duty, therefore on the assertion of the St. John members the government had not done its duty.

The Minister of Fisheries promised to bring down the papers asked for. At the same time he would inform the members who had discussed this matter that a solution of the question was not quite so simple as might be supposed, and that the fishery officers were not agreed in opinion either as to the cause or remedy of the decline in the fisheries. The fishermen of the Bay of Fundy differed in opinion on the question. It must be remembered that the sardine fishing was a large business and a great source of revenue to the weir fishermen engaged in it. It was far from certain that the sardine business seriously injured the herring fishery. He was glad to hear the suggestions and opinions of the members, but was not convinced that more interference with the fishermen was desirable than now.

Mr. Gilmor took issue with the advocates of more protection. He thought the ocean was full of fish. For some reason they did not come to certain places at certain times, but there was no ground for the supposition that the killing of small fish had anything to do with it. He remembered when there was no winter fishing on the bay at all. There was no reason to suppose that small bay herring, if spared, would ever reappear as big bay herring. It was all very well to protect the fishery, but the fishermen should not be prevented from catching fish.

Mr. Kaulbach thought Mr. Gilmor was not quite correct as to the necessity of protecting small fish.

In the McGreevy case before the privileges committee to-day Michael Connolly was examined. He had procured the books of the Larkin-Connolly firm, of which concern he and his brother are now the only members. The books in the chest were in an adjoining room in the custody of Connolly. Connolly pointed out the books he had brought which were on the shelves behind him. He also offered to identify papers, and explain any items bearing on the enquiry. He would submit the books to inspection while he was present and would attend with them whenever required, but would not consent to leave them with the committee for general examination. It was explained by himself and Mr. Ferguson, his counsel, that the books contained records of much private business outside the range of this enquiry, and that it would be injurious to the firm to have these matters thrown open to what must be regarded as public inspection.

A general discussion arose, during which Mr. Edgar moved that all books and papers brought by Connolly should be left open to the inspection of the members of the committee, forty-two in all, with their counsel and experts. The last part of the resolution was, after discussion, held over, but the first part was allowed to pass, though, as it subsequently appeared, some of the members did not hear it distinctly. The fact that the books had passed into the control of the committee became important when Connolly was asked to identify and lay on the table certain cash books. He declined to do so, except on the understanding that they should not pass out of his control. After some discussion, in which it was found that the witness was retaining physical possession of the books which the committee had by vote taken away from him, it was decided to call on the committee's clerk to hand down the books. The clerk sought to obey, but Connolly stepped from the witness stand and headed off the official. Afterward he stood with his hand on the books ready to defend his property. This brought matters to a focus.

Sir John Thompson prepared a resolution setting forth that the books had been procured and that the witness refused to allow them to be produced for marking and identification. This report was to be submitted to the house, which, it was presumed, would give orders appropriate to a person in contempt of the house. The rule in such cases, it may be remarked, is to imprison the contemptuous person in a strong room in the tower.

At this point Dr. Weldon of Albert and Mr. McLeod of St. John raised the point that the course contemplated was important and it was worth while to find out, first, whether the committee had power to take possession of private property brought here by a man under subpœna. It was pointed out that the books had records of many contracts and transactions which the firm might well desire to shield from the inspection of other contractors or competitors, who might use them for business advantages.

Confronted with Mr. Edgar's resolution, hastily adopted at the beginning of the session, Dr. Weldon admitted its force and moved a reconsideration until the committee discovered its powers in the premises.

Hon. Mr. Chapleau pointed out that Connolly had not refused to produce the books for identification and objected to placing him in a position he did not intend to occupy.

Finally all resolutions were dropped, the witness handed down the books, had them marked and identified and saw them locked up from the inspection of the casual-minded until to-morrow.

While on the stand, Connolly was examined by Mr. Tarte in reference to the alleged $25,000 paid to McGreevy. He searched the books, but found no record of such payment.

OTTAWA, June 4.—The Speaker took the chair at 3 o'clock.

Mr. Barron introduced a bill to amend the Electoral Franchise Act. He explained that there was now some doubt as to what date the revising officer should cease to receive names. His bill would fix the date at August 1.

The bill was read a first time.

Mr. Charlton moved the second reading of his Act respecting the better observation of the Lord's day. The object of the measure was to have the Sabbath set apart as a day of rest. To prevent any man from having the Sabbath as a day of rest was wrong. It was enjoined by the Decalogue that the Sabbath should be a day of rest, and that provision should be embodied in our civil law in the same way as the enactments against murder and theft. The state had the right to establish holidays, and there was the same right to establish a day of rest. There need be no interference with the liberty of the subject, as that liberty was now understood. This law was demanded by the Protestants and the labor organizations of Canada. He quoted from the words of Pope Leo XIII, to show that the Catholic members of the House should be just as anxious as Protestants to have the Sabbath set apart as an absolute day of rest. A weekly day of freedom from work was necessary for every man. Mr. Henry George and Mr. Powderly believed that no interest would suffer in the end from the stoppage of all railway trains and boats. The first six clauses of his bill were levelled against horse racing, sports, hunting and fishing. These might be dealt with by the provinces and could be struck out. The seventh clause prohibited the publishing of Sunday newspapers; the eighth, the opening of the canals, except from 1st of November; the ninth, the opening of post-offices; the tenth, the running of railway trains, except under special circumstances, and the eleventh was against excursions. In concluding a two hours speech, he emphasized the contention that a day of rest every week was a nat