General Business.

ATTENTION!

THE Advertiser wishes to ascertain whether any newspaper in Canada has within a year or two advertised for heirs of Jeremiah Smith, formerly of Leamnhagen, Lunenburg, Scotland, who settled in Granville, Nova Scotia, about the year 1777. Any information concerning his estate or heirs will be thankfully received by

JAS. NEILSON.

Chatham, Miramichi, N. B.

MIRAMICHI
Steam Navigation Company

The adjourned Annual Meeting of the Miramichi Steam Navigation Company will be held at the Temperance Hall, Chatham, on Tuesday, 15th Dec., next, at three o'clock, p. m.

WM. MURRAY,
PRESIDENT.

Chatham, Nov 26th, 1885.

Teacher Wanted.

A Teacher holding a Grammar School licence is required to take charge of the Grammar School in School District No. 1, Chatham. Year to commence 1st January, 1886. Applications, stating salary and accompanied by recommendations received up to 1st December next.

J. S. BENSON,
Sec. to Trustees.

Chatham, 5th Nov, 1885.

Notice of Sale.

To John Forsyth and the heirs, administrators and assigns of Robert Forsyth deceased, of the Parish of Northesk in the County of Northumberland and Province of New Brunswick, Farmers, and to all others whom it may concern.

Notice is hereby given that by virtue of a power of sale, contained in a certain Mortgage bearing date the First day of February, in the year of our Lord One Thousand Eight Hundred and Seventy-Nine, and made between the said Robert Forsyth and John Forsyth both of the Parish of Northesk in the County of Northumberland and Province of New Brunswick, farmers, of the one part and the undersigned Alexander Morrison, of Chatham in the said County, merchant, of the other part, which mortgage was duly recorded in the Records of the County of Northumberland, on the third day of March A. D. 1879, in volume 8 of the County Records, pages 304, 305 and 306 and is numbered 247 in said volume—

There will, in pursuance of the said power of sale and 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 on Friday, the Eighteenth day of December next, in front of the Post Office in Chatham, in the said County at twelve o'clock noon, the lands and premises in said indenture mentioned and described as follows namely: one equal undivided moiety or half part of all that piece or parcel of land, situate lying or being in the Parish of Northesk aforesaid, being part of that certain lot or tract of land originally granted to William Curry, situate at Bass Point, (so called) on the North side of the Northwest Branch of the River Miramichi, and abutted as follows to wit, commencing on the shore of the said river at the upperly line of that part of the said tract known as the upper boundary of the lot, (parcel of the same tract) now occupied by James Forsyth, thence running back along the upper line of the said lot occupied by the said James Forsyth to the rear of the said tract, thence westerly along the rear line of the said tract to the upper side line or corner of the said tract, granted to the said William Curry as described in the said grant, thence along the said upper side line of said tract to the bank or shore of the said river, thence down stream along the bank or shore of the said river to the upper side line of that part of the said tract occupied by the said James Forsyth being the place of beginning, being the same lands and premises on which the said Robert Forsyth and James Forsyth resided and which were conveyed to them by James H. Peters by deed, dated the 27th July, A. D. 1869, as by reference thereto will more fully appear, together with all and singular the buildings and improvements thereon, and the rights, members' privileges hereditaments and appurtenances to the same belonging or in anywise appertaining and the reversion and reversions, remainder and remainders, rents, issues and profits thereof, &c., of the said Robert Forsyth and John Forsyth of, into or out of the said lands and premises and every part thereof.

Dated the ninth day of November, A. D. 1885.

L. J. TWEEDIE, Solicitor for Mortgagee. ALEX. MORRISON, Mortgagee

General Business.

LOTTERY

CAPITAL PRIZE, $150,000.

"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 authorise the Company to use this certificate, with facsimiles of our signatures attached, in its advertisements."

G. T. Beauregard
J. 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.

J. H. OGDESBY,
Pres. Louisiana National Bank.
SAMUEL H. KENNEDY,
Pres. State National Bank
A. BALDWIN,
Pres. New Orleans National Bank.

UNPRECEDENTED ATTENTION!
Over Half a Million Distributed

Louisiana State Lottery Company

Incorporated in 1868 for 25 years by the Legislature for Educational and Charitable purposes—with a Capital of $1,000,000—to which a reserve fund of over $850,000 has since been added.

By an overwhelming popular vote its franchise was made a part of the present State Constitution adopted December 2d A. D. 1879

Its Grand Single Number Drawings will take place monthly. *It never scales or postpones.* Look at the following distribution:

187th Grand Monthly
AND THE
Extraordinary Semi-Annual Drawing
IN THE ACADEMY OF MUSIC, NEW ORLEANS,
Tuesday, December 15, 1885.

Under the personal supervision and management of Gen. G. T. BEAUREGARD, of Louisiana, and Gen. JUBAL A. EARLY, of Virginia.

Capital Prize, $150,000.

☞ Notice.—Tickets are Ten Dollars only. Halves $5. Fifths, $2. Tenths, $1.

TEN OF PRIZES.

1 CAPITAL PRIZE OF	$150,000	...	$150,000
1 GRAND PRIZE OF	50,000	...	50,000
1 GRAND PRIZE OF	20,000	...	20,000
2 LARGE PRIZES OF	10,000	...	20,000
4 LARGE PRIZES OF	5,000	...	20,000
20 PRIZES OF	1,000	...	20,000
50 "	500	...	25,000
100 "	300	...	30,000
200 "	200	...	40,000
600 "	100	...	60,000
1,000 "	50	...	50,000
APPROXIMATION PRIZES.			
100 Approximation Prizes of	$200	...	$20,000
100 " "	100	...	10,000
100 " "	75	...	7,500
2,279 Prizes amounting to		...	$527,500

Application for rates to Clubs should be made only to the Office of the Company in New Orleans.

For further information write clearly, giving full address. **POSTAL NOTES**, Express Money Orders, or New York Exchange in ordinary letter. Currency by Express (all sums of $5 and upwards at our expense) addressed

M. A. Dauphin,
New Orleans, La.

or M. A. Dauphin,
Washington, D. C.

Make P. O. Money Orders payable and address Registered Letters to
NEW ORLEANS NATIONAL BANK,
New Orleans, La.
OR
LOUISIANA NATIONAL BANK,
New Orleans, La.
STATE NATIONAL BANK,
New Orleans, La.
GERMANIA NATIONAL BANK,
New Orleans, La.

Purdy & Currie,

MANUFACTURERS OF AND DEALERS IN

FURNITURE! FURNITURE!!

WHOLESALE & RETAIL.

WATER STREET, - - CHATHAM, N. B.

We beg to quote the following low prices to the public for the remainder of the year:

PARLOR SUITS—Walnut Frame,	from	$40.00	up to	$300.00
BEDROOM SUITS -	from	12.75	"	200.00
SOFAS—Walnut Frame, -	from	14.00	"	30.00
LOUNGES - - -	from	4.75	"	25.00
STUDENTS' EASY CHAIRS	from	5.50	"	15.00
MATRASSES - - -	from	1.75	"	25.00

The above goods are our own make, and we Guarantee Satisfaction
We also keep on hand a large stock of

Centre Tables, Extension Tables,

CHAIRS, ORGAN STOOLS, WASHSTANDS, SIDEBOARDS and BEADSTEADS, which we are offering at small advance on cost.

☞ Call and examine our stock and if we have nothing on hand to suit you, we can make to order in short notice.

Re-upholstering and Repairing done on the Premises.

PURDY & CURRIE,

Nov. 2nd, 1885. Water Street, Chatham, N. B

BUY YOUR

DRY GOODS

AT B. FAIREY'S.

Winceys from 4c to 16c., special value.
Costume Flannels reduced to 21c., all colors.
Satian Marvelleaux, now only 33c.
Lot Dress Goods, 7c.
300 yds. Dress Goods, 19c. cheap at 25c.
Black Cashmeres reduced to 29c., 38c and 47c.
Colored " 42c.
White Flannels, 22c., 29c., all wool.
Scarlet " 14½c to 37c., all wool.
Gray Union " 19c to 22c., very cheap.
All Wool Union Flannels, 29½c., 32c and 38c.
Ulsters from $4.50. Jackets from $4.45.

BED COMFORTABLES 89c. Each.

Men's Overcoats from $5.60 up.

Carpets, Hemp, 15c., Tapestry, 38½c.
do Union, 55c. Wool, 85c.

☞ Bring along the cash and you can get the greatest bargains in Dry Goods ever offered at

B. FAIREY'S.

Newcastle, Nov. 16, 1885.

LAURENCE'S SPECTACLES.

Save Your Sight!

A further supply of those celebrated SPECTACLES just arrived. We recently fitting glasses to persons who are delighted at being able to procure a properly adjusted Spectacle and who have been suffering with cheap glasses, which ruin the sight. We fit them on scientific principles and guarantee perfect satisfaction. Testimonials from Lunacies in this County.

AT THE MEDICAL HALL.
J. D. P. F. MACKENZIE.

Chatham, Oct. 14th, 1885.

Miramichi Advance.

CHATHAM, N. B. - - - DECEMBER 3, 1885.

Doomed.

The prospects of Sir John's Government being defeated before many months pass seem to be very good, according to the Toronto *Mail*, which is the leading Conservative organ of Canada. It admits that the Quebec Bleus have been turned against the Government and charges them with having formed a coalition with the French Canadians and English Liberals for the purpose of avenging Riel's death by overthrowing Sir John and his Government. The *Mail* says if Sir John's Government is beaten the result would involve not merely a change of party at Ottawa, but the establishment once for all of the principle that the French Canadian race is above, beyond and superior to the Canadian constitution. Rather than submit to such a yoke, the government organ tells the French Canadians, Ontario would smash the confederation into its original fragments, and would not comply with the purchase of unity at the expense of equality. The *Mail* is, of course, a little hysterical, but there is, no doubt, much to cause it grave uneasiness. Sir John's sudden and almost secret departure for England at a time when his party is admittedly in serious difficulty is not calculated to improve the organ's temper or reassure it in reference to the political outlook. As to the wily "Chieftain" being called away on business connected with the fisheries it is entirely "too thin", in view of the fact that the general elections are on in Great Britain and the Government there in a poor humor for going into the details of colonial affairs. It is stated that Sir John really feared for his personal safety in view of the temper manifested by his French supporters and their conationalists, and his hasty departure for the other side of the water was made in the hope that his absence would afford time for his rebellious followers to cool off, while it would also be a reasonable pretext for his colleagues to preserve the *statu quo* in reference to French demands. From a party point of view Sir John seems to have done the best thing possible for one in a bad fix. He is a man of expedients, and flight was his best policy under the circumstances. At a safe distance from the howlings of faction, the clamors of race excitement and the fearful appeals of nervous adherents, he can best address himself to the work of devising some new subterfuge by which to win back sufficient of his deserting followers to maintain himself in power. It does not follow, however, that he will be successful, for the signs of the times indicate that his reign is approaching a rather inglorious ending, and that the deliverance of the country from it is not far off.

The St John Election.

The Liberal party is much encouraged by the result of the election in St. John on Tuesday of last week. In the Everett McLeod election Mr. Everett, the Conservative candidate, had a majority of four hundred and fourteen in the wards composing the city, while these same wards, on Tuesday last, gave Dr. Barker a majority of only one hundred and twelve—a change of three hundred and two in only a few weeks. The last vote stood 1770 for Dr. Barker and 1658 for Mr. Skinner. In the Everett McLeod election the Government brought the fullest available force of its influence and patronage to bear for the purpose of winning a constituency that had always been Liberal, and success crowned the effort. Former Liberal majorities of four and five hundred were changed to the Conservative side, and it was confidently predicted in the party caucus that the city which generally went, of late, with the Conservatives, would, at least, show the ability of that party to hold its own. Although there was no abatement in the exercise of official influence, even men in Government pay being brought from the Province of Quebec to work in Dr. Barker's interest, the result was as stated. It indicates the change in public sentiment that is taking place all over the country in reference to the rule of the Conservative party. When a general election comes and the corrupting influences of the Government cannot be centred in any one place—when each constituency will be left largely to itself in its choice of Ottawa representatives—not only will St. John return three Liberals, but, unless the signs of the times are unusually misleading, there will be more than enough changes of a similar character all over the country to restore a Liberal Government to the Dominion and put an end to the present corrupt and reckless administration of its affairs

Restigouche and Victoria Colonization Railway.

We learn from a reliable source that the preliminary survey of the Restigouche and Victoria Colonization Railway, which was made during the past summer by Mr. Ambrose Deffy, C. E., was of a most satisfactory nature. The entire line—from where it leaves the Intercolonial at a point some 4 miles west of Campbellton, to where it forms a junction with the New Brunswick Railway a short distance from Grand Falls—is one of remarkably light grades and easy curves, the cuttings being principally in loam and gravel.

The most important information that is furnished by this survey bears upon the quality of the land for purposes of settlement. It has been well known for years to those, who like Edward Jack, Esq., and others, have interested themselves in the development of our agricultural and lumber resources, that the most valuable lands in the Provinces, for farming purposes, were practically sealed up from settlers through lack of means of communication. The survey of this line has confirmed the statements made hitherto as to the fertility and level character of the district of country through which the proposed railway will pass and in view of the fact that so much of the unsettled land along the line of the Intercolonial is of a very poor quality, it is a satisfaction to know that in all probability the really "fertile belt" of New Brunswick will be opened up by means of the new road.

Apart from the value of this section of the Province as an agricultural district it appears from the report of engineers that the lumber supply is practically inexhaustible, particularly in birch of a fine quality, which, at present, is completely shut out of market because of want of communication between shipping points and the interior. It is understood that the gentlemen who are interested in pushing the enterprise through do not intend to make any application for a cash subsidy from the Provincial Government. It is possible, however, that they may ask that the land for a distance on each side of the Railway may be reserved for actual settlers, and that a certain proportion of the purchase money paid by settlers shall be allowed to the Company who build the road. Of course the matter is yet in an unsettled state, but no doubt the Provincial Government will approach the consideration of the subject in a spirit of fair play to a section of the Province which has not benefitted from the large land and cash subsidies given to railways in other sections, as well as with an earnest desire to assist, in a practical way, the building of a line of Railway which, more than any other lately projected, will develop the resources of the Province in the directions which are certainly most necessary. Apart from the benefits which would certainly accrue to the extensive lumber interest of this section, it has become apparent that the future prosperity of the County of Restigouche as an important agricultural section will be greatly influenced for good by the construction of the road, which, we are glad to know, is warmly advocated by Mr. Moffat, M. P., and other leading and representative men at the north.

[*Special Correspondence of the Advance.*]

Opening of the Caraquet Railway.

BATHURST, Nov. 28th, 1885.

On Monday last, 23rd, the inhabitants of Grand Anse and Pockshaw tendered the President of the Caraquet Railway, K. F. Burns, Esq., M. P., a dinner at the Grand Anse Hotel, in honor of the opening of the Caraquet Railway for traffic as far as Grand Anse, a distance of 28 miles; as also as a mark of their appreciation of that gentleman's efforts to connect them by Railway with the outside world and the untiring energy he has displayed in pushing on the work. Arrangements were made by which a train left Bathurst about 11 a. m., bearing the guest of the day accompanied by about forty invited guests from Bathurst, which number was increased by several gentlemen picked up at intermediate stations and from the lower end of the county. Attached to this train was the Company's new combined passenger and baggage car, which arrived that morning from the Harris Car Works, St. John, and this was its first run over the road. A very pleasant ride of about an hour and a half, including stoppages, brought the party to Grand Anse Station, where they were met by the Committee of management and welcomed by the Chairman, Joseph Poirier, Esq., in a few very happy remarks, after which they proceeded to the Grand Anse Hotel, kept by Mr. William Theriault and already favorably known to the travelling public in this quarter. The road from the Station to the Hotel, as also the grounds of Mr. Theriault, were gaily decorated with bunting for the occasion.

At the dinner the chair was occupied by Mr. Poirier supported on the right by the guest of the day Mr. Burns, and on the left by Mr. McManus, M. P. P., the vice-chair by Coun. Foley of New Bandon, having Hon. Robt. Young on his right and John Sivewright, Esq., Secretary to the Company, on his left. After dinner the usual round of toasts were indulged in. "The Queen" was duly honored with the "National Anthem." "The Governor-General" was responded to by Theo. DesBrisay, Esq., Q. C., in the absence of Senator Ferguson.

"The Lieutenant Governor" was coupled with the name of Hon. Robert Young, who took especial pleasure in responding to the health of Sir Leonard Tilley. He had been one of his advisers for upwards of ten years and was confident that a more able and popular Governor the Province never had. He regretted his failing health had cost the Cabinet one of its ablest members and the Dominion its ablest Finance Minister, and expressed the hope that the retirement of Government House would have a beneficial effect upon his health.

"The Dominion Parliament" and "the Local Legislature" were responded to by Mr. Burns, M. P., and Mr. McManus, M. P. P., respectively, who referred to the generosity of each of those bodies towards the Railway and the promptness with which the respective subsidies had been paid.

"Our guest" brought Mr. Burns to his feet, greeted with rounds of applause. He said he fully appreciated the great compliment that was paid him by such an occasion as the present, and it afforded him great pleasure to meet the people of Grand Anse and Pokeshaw under such happy auspices. He had sufficient vanity in him to be conscious of the part he had taken in promoting this work, but he felt prouder was also due to the other members of the Company and also to the Dominion and Local Government, whose generous support facilities had so materially assisted the work. He referred to the cry raised at the start, that it was an election cry, and said, "true, it was an election cry but it was a sincere one." Subsequent events proved its sincerity and had set at rest the doubts of the more sceptical. He had done all in his power towards securing and building the road and it was indeed satisfactory to him to see the road so far completed and his satisfaction had been increased by the amount of traffic he had even to-day noticed on it, and even since its opening a short time ago. What the road had already done had surpassed the expectations of its most sanguine friends and had fully justified their prophecies. The rolling stock already was taxed to its utmost capacity. In closing Mr. Burns referred to the prospects of the road and showed that the many and varied interests and industries of the country through which it passed, comprising fish, lumber, stone and others, must create a large traffic for the road and that these industries would be so encouraged by the proximity of a railroad as would yearly increase the business of the road. He concluded by warmly thanking the people of Grand Anse and Pokeshaw for such a splendid ovation in his honor.

"The Company" brought their secretary, Mr. Sivewright, to his feet. He traced the history of the Company from its first meeting of organization held in Grand Anse some years ago to the present day. He referred to the rapid completion of the Canadian Pacific and thought that what had been accomplished in our own county during the past year in railroads had shown that we were quite up to the times. The many industries of our county demanded greater facilities and more intimate connection with the business world and he felt sure that the Caraquet Railway had such prospects as would meet the expectations of its most sanguine friends. He paid a warm tribute to the pluck energy and vigor of the President of the road which had called forth the admiration of all and well merited the praise which had been so universally tendered him that day.

"The Bench and Bar" was responded to by Messrs. T. S. DesBrisay, Harrington and Lawlor.

"The Engineering Staff" by Mr. Chisholm, the Superintendent of the Road.

"The Municipality of Gloucester" was replied to by Messrs. Poirier (Warden) Coun. Foley and ex-Coun. Walsh of Inkerman.

"The Press" proposed by Mr. Burns was responded to by Dr. LeBlanc of "the Courier."

"The Committee of Management," proposed by Mr. Young, was honoured by Mr. Poirier in a few well-chosen remarks.

The party then broke up and returned to the station and a quick run soon brought them to Bathurst where they were met by a band of music and greeted by bonfires.

The opening of the Caraquet Railway marks an epoch in the history of our county and last Monday will long be remembered as a red letter day for Gloucester. In point of construction the road bed is first class in everything, and its steadiness and smoothness of running is the subject of remark to all who pass over it. In point of traffic the Company have every reason to congratulate themselves, as since trains have been running the rolling stock has been fully taxed. Both passenger and freight traffic have surpassed the Company's greatest expectations, and this, it must be remembered, is during the winter months and only over half the line. The fish traffic, so far, has been very large and this is as yet only beginning this season. On the day of the opening about seven tons awaited shipment to Bathurst from Grand Anse and several large quantities have gone over the road each day since. Considerable lumber is being shipped from Caraquet and nearly every day witnesses two or three car loads of lumber and stone passing up. The grindstone business alone promises to be very large and the shippers state that it will continue throughout the winter to the American market. Besides all this the trains never leave Bathurst Station without large freights of general merchandise for the several stations along the line. As a feeder to the I. C. R. the C. R. R. will be one of its greatest, and that road must soon feel the benefit of the connection, but will do so more fully next spring, when the summer traffic opens, and the road is extended to Caraquet.

Neat and commodious station houses have been built at Bathurst, and Barnsville, seven miles beyond Grand Anse, and trains will run daily between these points. A large engine house is now also nearing completion at Bathurst and platforms have been built at Salmon Beach, Janeville, Clifton, Clifton Breakwater, New Bandon, Pockshaw and Grand Anse, thus affording ample accommodation to all along the line. At Grand Anse a large freight house is being built and a temporary building will be used as a station for this winter. Ways have been put in both at Bathurst and Barnsville. The new combination car was built by Harris & Co. and is well adapted to the requirements of the road. The ADVANCE joins with the people of Gloucester in warmly congratulating the company and its energetic President on the success of their work.

THE DEATH OF THE VICE PRESIDENT of the United States, Hon. Thos. A. Hendricks, took place at his residence in Indianapolis on Wednesday of last week. It was very sudden, as he had been at a reception the night before and was seized with chills and pains in the morning, dying in the afternoon. By virtue of his office, the Vice President is President of the Senate and the death of Mr. Hendricks causes no little interest and excitement because it now devolves on the Senate, under the constitution, to not only elect its President, but virtually the man who would be President of the United States in the event of the death of President Cleveland. The Senate is said to be republican and hence the seriousness of the question in view of the democratic success in the last presidential campaign.

ALFONSO, the young King of Spain, died on Wednesday, the 25th ult., at the age of 28, and the vacant throne is being again claimed by the Carlists on the ground of hereditary right. The question is already leading to serious complications and there are the usual rumors as to Carlist plots, the intended flight to Paris of ex-queen Isabella, etc.

COMING HOME.—The Canadian Liberal leader, Hon. Edward Blake, is much improved in health by his visit to Great Britain, and is to leave for Canada on 10th instant.

The "World" and the Pilotage Question.

The *World* of Wednesday, 25th ult., published a drearily long article in continuation of its attack upon the ADVANCE in connection with the pilotage question. We might discuss the subject further if we thought the *World* had any desire to serve the public interest in dealing with it, but its modes being of a school which no respectable journal can countenance we think it best to leave the matter where it is. Our readers will understand the situation the better when we state that the letter of the *World*—republished by us—to which Mr. McEachran lent his name—was written by the editor of the *World*, who, while he was, by Mr. McEachran's request, putting that gentleman's facts together, was mean enough to volunteer the misstatement concerning the ADVANCE, which we so peremptorily challenged. Now, instead of proving what was really a *World* statement—though having Mr. McEachran's name appended to it—from our columns as we suggested, the writer of Mr. McEachran's letter, in his capacity of editor of the *World*, takes it upon himself to say that we divulged, or hinted at something which Mr. McEachran told the editor of the ADVANCE in confidence concerning his brother pilots. And the *World* makes Mr. McEachran give us the lie. We regret to find that Mr. McEachran is now in such company, and while it is very distasteful to us to have any discussion with such people, we may say that we never had any conversation of a confidental character on pilotage matters with Mr. McEachran until after he had allowed Mr. Stewart of the *World* to publish the letter which that most singular and eccentric character had secured the privilege of writing for him. We should not treat that particular conversation as confidential, but for the fact that we believed Mr. McEachran intended it to be so, because it affected himself and his personal interests more particularly. When Mr. McEachran used to meet the editor of the ADVANCE on the street and inform him of facts connected with pilots' neglect of vessels making the port and contrasting the service with that of the time when there was competition among the pilots, he neither said he was speaking in confidence nor did we so understand him. The facts were known at the different times to everybody and there is no good reason why Mr. McEachran's having mentioned them should—all of a sudden, be claimed by his ananuensis as confidental. We suggest to the *World* that its editor ought to be above making charges against other papers over the names of people who are simple enough to get said editor to write letters for them. It's a very small business—an abuse of confidence. It may possibly go down with a weak-minded and not over-scrupulous class of people, but it will assuredly keep the *World* just where it always has been, and where we seldom care to follow it.

"Consignee" and the Pilotage System.

For ships may come and ships may go
But pilots stay forever,

and therefore it is with pilots we have to do and not with people we may never see again. If the Captain of the S. S. "Nellie Wise" has done nothing else he has given the disinterested advocates of a bad cause a peg to hang a doubt on as to how far he was competent to show how easy a thing it is to run the pilot blockade of the port. In his failure they seem to see cause for satisfaction that Miramichi is not the safe place it was supposed to be for captains to attempt to enter without a pilot; that it is a dangerous, badly lighted and worse buoyed port; that it should be noted, marked in black in all underwriters' books and in capitals at Lloyds that Miramichi is an unsafe place to send a vessel to, and that it can only be approached with a pilot who may or may not be had except at his own convenience.

We know that this is not the case, but this impression could be taken from the style of defense that is set up for what is on all sides admitted as defective, viz.—the present Pilotage regulations. However, this brave, but not prudent captain may prove to be the appointed scape-goat and bear with him all the sins that have been laid to the charge of the pilot service for the last few years. If the regulations remain as they are we may have an opportunity, during another dull season, times which try all things on their merits, to judge of the virtue of the vicarious atonement. Till then we must remain sceptics and just shape our future in the light of past experience and pray for good practice out of a bad theory.

It may however, in the meantime, be found necessary, as it would be instructive, in view of the manifest indifference to facts and to other interests left unprotected by the regulations, to discover through the courts by a test case how far a combination of men, acting in the capacity and relation of a corporate body to the public, is responsible for the consequences of its own acts and those of each of its members. This would do more to settle the question then any amount of side issues and personalities and may show that if a body of men are allowed under law to combine for their common benefit, the same law will judge them in the performance of that work for which they sought protection, more especially as they receive compensation paid under compulsion. It would be strange indeed if the rule did not work both ways for all laws are two-edged. They can only cut so far one way and then the other.

It is said that complaints are rare. Is it because they have become one of "the customs of the port." We may get used to anything in time, except death.

It is asserted that captains of vessels do not show lights or signals. The worse for themselves when they chance on the watchfulness of pilots in the Miramichi Bay. The robber must politely ring the door-bell to announce his arrival before the watchman will alarm the house. Pilots are to become professional, like doctors and nurses and be sent for when their indispensible services are required, even as it might be in cases of life and death.

But there is a fine, mark you! a fine of $20 to make *men* do their duty. You must not expect them to do it. England may, but the pilots of Miramichi must be actually fined in order to induce them to do their duty for which they are well paid. Who ever heard of an efficient service sustained by a penalty. The principle is as false as it is debasing, and must be insulting to the pilots themselves, seen from the view of freemen. Rewards are for duty and punishments for criminals and slaves! Captains and consignees can hardly be expected to spend their time in the petty business of trying to inflict a paltry fine on a man for an offense which a system encourages. The rule is inoperative because it is both insufficient and distasteful, to say nothing of its immorality, and the fine might just as well be a cent or a thousand dollars. It only stands in the code to cry out "bear" when called for in case it should be missed by some anxious enquirer after pains and penalties. It amounts to this that the measure of the efficiency of the pilot service of this port is just $20 currency, in hand well and truly paid when proved. This is the backbone and muscle of the whole thing and a very substantial thing it is in the eyes of people who may have tens of thousands at stake, not to mention the lives that may, at times, be in danger. Nevertheless the jot of law that enforces the fine may be the tittle that will exact the damages.

CONSIGNEE.

The Pope's Encyclical

AUTHENTIC TRANSLATION OF THE PAPAL MESSAGE TO THE CHURCH.—MODERN PROGRESS HELD TO BE COMPATIBLE WITH DOGMA.

BALTIMORE, Nov. 25.—The first full and authentic translation into English of Leo XIII.'s encyclical on the Christian constitution of the States appears very different in this full form from the cable condensations already published. Instead of condemning in any way modern civilization of States as they exist at present, the Pope highly approves of all progress and true freedom.

After condemning anarchism and lawlessness, Leo. XIII continues:

Those, then, are the things taught by the Catholic Church concerning the constitution and government of the State. Concerning these sayings and decrees, if a man will only judge dispassionately, no form of government is *per se* condemned so long as it has nothing repugnant to Catholic doctrine, and is able, if wisely and justly managed, to preserve the State in the best condition. Nor is it *per se* to be condemned, whether the people have greater or less share in the government; for at certain times, and with the guarantee of certain laws, such participation may appertain not only to the usefulness, but to the duty of citizens.

Moreover, there is no just cause that anyone should condemn the church as being too restricted in gentleness or inimical to that liberty which is natural and legitimate. In truth, the church judges it not lawful that the various kinds of worship should have the same right as the true religion; still, it does not therefore condemn those governors of states, who, for the sake of acquiring some great good or preventing some great ill, patiently bear with manners and customs, so that each kind of religion has its place in the state. Indeed, the church is wont diligently to take heed that no one be compelled against his will to embrace the Catholic faith. For a similar reason the church cannot approve of that liberty which generates a contempt of the most sacred laws of God, and puts away the obedience due to legitimate power, for this is license rather than liberty. On the other hand, that liberty is natural and to be sought which, if it be considered in relation to the individual, suffers not men to be slaves of errors and evil desires—the worst of masters; if in relation to the State, it presides wisely over the citizens, serves the faculty of augmenting public advantages, and defends the public interest from alien rule, this blameless liberty, worthy of men, the Church approves above all, and has never ceased striving and contending to keep firm, and whole, among the people. In very truth, whatever things in the State chiefly avail for the common safety, whatever have been lawfully instituted against the license of princes, consulting all the interests of the people, whatever forbids the governing authority to invade into municipal or domestic affairs, whatever avails to preserve the dignity and the character of war in preserving the equality of rights in individual citizens,—of all these things the monuments of former ages witness the Catholic church to have been always either the author, the promoter or the guardian. Ever therefore consistent with herself if on the one hand she rejects immoderate liberty, which both in the case of individuals and peoples results in license or servitude, on the other hand she willingly and with pleasure embraces those happier circumstances which the age brings, if they truly contain the prosperity of this life, which is, as it were, a stage on the journey to that other which is to endure everlastingly. Therefore, when they say that the church is jealous of the more modern political systems, repudiate it in a mass, and whatever the disposition of these times have brought forth, it is an insane and contemptible calumny. The madness of the opinion the church indeed repudiates; it repudiates the wicked plans of sedition and especially that habit of mind in which the beginnings of a voluntary departure from God are visible; but since every true thing must necessarily proceed from God, whatever of truth is by search attained, the Church acknowledges as a certain token of the divine mind, and since there is in the world no thing which can take away belief in the doctrine divinely handed down and many things which confirm this, and since every finding of truth may compel men to knowledge or to praise of God himself, therefore, whatever may happen to extend the range of knowledge, the Church will always willingly and joyfully accept, and she will, as is her wont, in the case of other departments of knowledge, studiously encourage and promote those also which are concerned with the investigation of nature, in which studies, if the mind finds anything new, the Church is not in opposition. She fights not against the search after more things for the grace and convenience of life—nay, a very foe to inertness and sloth, she earnestly wishes, that the talents of man should by being cultivated and exercised bear still richer fruits. She affords incitements to every sort of art and craft and by her own virtue directing by her own perfection all the pursuits of those things to virtue and salvation. She strives to prevent man from turning aside his intelligence and industry from God and heavenly things.

After quoting and showing the action of Catholics in former times, even under the Roman empire, the Pope continues to exhort the faithful to renewed efforts in the political world. Now indeed in these days it is as well to renew these examples of our forefathers. For Catholics, indeed as many as are worthy of the name, before all things it is necessary to be, and to be willing to be regarded as most loving sons of the Church; whatsoever is inconsistent with this good report, without hesitation to reject; to use proper institutions, as far as honesty can be, to the advantage of truth and justice; to labor that liberty of action shall not transgress the bounds ordained by the laws of nature and of God; so that the whole of public life shall be transformed into, as we have called it, Christian image and likeness. The means to seek these ends can scarcely be laid down upon one uniform plan, since they must suit places and times very different from each other. Nevertheless, in the first place, let concord of will be preserved, and a likeness of things to be done sought for, and each will be attained, the best if all shall consider the admonitions of the Apostolic See.

Let all understand that the integrity of the Catholic measure can by no means be reconciled with opinions approaching towards naturalism, or rationalism, of which the sum and total is to uproot Christian institutions altogether and to establish the supremacy of man, Almighty God being dashed on one side. Likewise it is unlawful to follow one line of duty in private and another in public, so that the authority of the Church shall be observed in private and spurned in public, for this would be to join together things honest and disgraceful and to make a man fight a battle with himself, when, on the contrary, he ought always to be, considered with himself, never in the least thing or measure, to decline from Christian virtue. But, if inquiry is made about principles merely political, concerning the best form of government of civil regulations of one kind or another, concerning these things, of course there is room for disagreement without harm.

A Cheering Outlook.

[St. John Globe Nov. 25.]

In the face of the defeat sustained by the Liberal party on 20th October last, the Conservatives supposed that they would have a walk-over when they opened the city. The result of yesterday's election was such a surprise to them that it takes three-quarters of a column of the *Sun* to explain it away. From a majority of 414 in the city when Mr. Everett ran, Mr. Barker is reduced to 112, with a much larger total vote. On the East side of the city of St. John, where the principal business of the city is carried on, and where the larger number of votes are, Mr. Barker got only eleven majority against a majority of about 200 for Mr. Everett. Carleton gave Everett 187 majority. It gave Barker only 92. The non-residents gave Barker only nine majority, although the Government party had at their full command the means by which they could bring in voters, such as the Intercolonial Railway.

Mr. Skinner carried five of the nine wards of the city, viz: Queen's, Duke's Sydney, Prince and Brooks. He carried four of the six wards on the East side and one of the three on the West side.

The following table is particularly interesting:—

City East.

Everett	1310	Barker	1368
McLeod	1197	Skinner	1357

City West.

Everett	378	Barker	348
McLeod	191	Skinner	256

There is much, therefore, to gratify our friends on both sides of the harbor. Our candidate, despite all the attacks upon him, developed great personal and party strength, and he conducted his canvass in the fairest and most honorable way. Another fortnight would give him the seat. Our party, in the face of a very serious defeat, rallied, and gave the enemy a blow which completely staggered them. On the 21st October last who would predict that we would make the fight we did? The result amply demonstrates the fact that this constituency is a Liberal constituency, that our party is a strong, powerful and compact party, as it is all over Canada, and that the dawn of the deliverance of the country is nigh.

We have always to fight government influence. At the polls yesterday the civil servants of the country, men who owe allegiance to the whole people and not to the Ministers of the day, actively worked for the Tory party. Some of them were representatives of the Tory candidate at the hustings; some of them were active canvassers; some of them were engaged in bringing voters to the polls. Men travelling on the Intercolonial Railway on free passes were able to present themselves at the polls—and these all count.

The Colonial and Indian Exhibition.

To the Editor of the Advance.

SIR—A suggestion has been made to me that a representation of New Brunswick inventions ought to be made at the forthcoming Colonial and Indian Exhibition. I am told that a collection of these would embrace many valuable appliances. I have before me a partial list, and most of the articles named in it would be worthy of a place in a provincial collection

The gentleman to whom I am indebted for the suggestion, and who himself is an inventor, thinks that such a representation might be the means of drawing the attention of persons having capital to meritorious inventions now useless in the hands of their owners or only partly utilized.

If the New Brunswick inventors desire to take any united action I should be glad to cooperate with them; but if no concerted action is taken I hope we will have a creditable representation at London of the genius of our people. Any information touching the exhibition may be obtained from W. F. Best, St. John, or from the undersigned,

CHAS. H. LUGRIN,
Secretary of the Board of Agriculture.
FREDERICTON, Nov. 27th, 1885.

McCormack and Paulsen.

To the Editor of the Telegraph:—

SIR: As Mr. Paulsen has not answered my proposition of Oct. 2nd, and as I consider he has had ample time to do so, I take it that he does not mean business and does not intend to skate me. I consequently claim the championship of the world—a title that I am prepared to defend—and I hereby challenge Mr. Paulsen, or any other man in the world, to skate me a race from three to five miles for from $500 to $1,000 a side. I will give or take reasonable expenses to skate any place in America. I will also set aside Mr. Paulsen's rule of binding a competitor to skate on a four-lap track or larger, as I will skate from a 13-lap track to straightaway. Yours, etc.,

HUGH J. MCCORMICK.

P. S.—Communication by letter will be attended to by addressing Hugh J. McCormick, Indiantown, St. John, N. B.

H. J. McC.

NOTICE.

NOTICE is hereby given that I will sell at Public Auction at 12 o'clock (noon) on

WEDNESDAY, THE 16TH DAY OF DECEMBER NEXT,

at NEWCASTLE, in front of the Waverly Hotel, one hundred M. (100,000) sup. ft. spruce deals and five hundred M. (500,000) sup. ft. boards be the same more or less.

The said lumber is now piled at R. P. Whitney's mill on North West Mill Stream, in the County of Northumberland, and has been seized by me because of non-payment of stumpage dues and under the provisions of the License under which it was cut.

TERMS CASH.

JAMES