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SYDNEY, CAPE BRETON.
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MAILS DUE.	ARRIVES DAILY.	CLOSE.	DEPARTS DAILY.
Lingan and Intermediate Offices.	10 a.m.	9.30 a.m.	1.00 p.m.
Port Hawkesbury, Arichat, Louisdale, and all places West.	5.30 p.m.	2.30 p.m.	6.00 p.m.
Baddeck, and all places West, per Steamer, during navigation.	5.30 p.m.	2.30 p.m.	6.00 p.m.
Baddeck, and all places West, per Mail Boat, during navigation.	5.30 p.m.	2.30 p.m.	6.00 p.m.
Bras d'Or Lake, Lake Ainslie, and Cheticamp, per Steamer, during navigation.	5.30 p.m.	2.30 p.m.	6.00 p.m.
Bras d'Or Lake, Lake Ainslie, and Cheticamp, per Mail Boat, during navigation.	5.30 p.m.	2.30 p.m.	6.00 p.m.
Sydney, Port Morien, Gardiner Mines, Caledonia, and Intermediate Offices.	8.30 a.m.	7.30 p.m.	8.00 a.m.
Sydney Mines, Gardiner Mines, Caledonia, and Intermediate Offices.	1.45 p.m.	12.30 p.m.	2.00 p.m.
Sydney Mines and Intermediate Offices.	6.30 p.m.	5.30 p.m.	8.00 a.m.

Tuesday Friday 1.45 p.m. 12.30 p.m. 2.00 p.m.

Mail matter intended for Little Bras d'Or, Baddeck, and Intermediate Offices, on the mornings of Tuesday and Friday, must be prepaid in stamps.

Mail matter intended for Little Bras d'Or, Baddeck, and Intermediate Offices, on the mornings of Monday, Wednesday, and Saturday, should be prepaid in stamps if it is desired that it should be forwarded on the following morning.

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J. H. Hearn,
Barrister & Attorney-at-Law,
NOT. PUB. CONVEYANCER &c.
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Sydney, Dec. 25th, 1881.

FRED MOSELEY,
Barrister and Attorney at Law,
Notary Publ., Conveyancer, &c.
SYDNEY, C. B.

Wm. McK. McLeod,
PHYSICIAN & SURGEON,
MAY be consulted professionally at the residence of the Reverend Doctor McLeod Wood, Sydney.

ROUTLEDGE,
M. E. & C. E.,
Government Land Surveyor,
SYDNEY, CAPE BRETON, N. S.

Imperial Fire Insurance Co
OF LONDON.
RISKS taken at lowest Current Rates. Losses promptly settled.
J. E. BURCHELL,
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MOIR, SON & CO.,
MANUFACTURERS OF
Biscuits and Confectionery,
HALIFAX, N. S.
Agency of the
MERCHANTS' BANK
OF HALIFAX,
Sydney. - - - - Cape Breton.

DRAFTS sold on Montreal and Boston, Sterling Exchange bought and sold, and Money received on deposit. Bills discounted, and general banking business transacted.
J. E. BURCHELL, AGENT,
Jan 29th, 1872. SYDNEY.

BOARDERS.
A few Boarders can be accommodated at Mrs. Armstrong's, Prince William Henry street, where also meals and lodging for travellers are provided.
Sydney, Oct. 7, 1880.

Sydney Drug Store,
(ORMOND'S CORNER)
SYDNEY, CAPE BRETON.
Wholesale & Retail.
THE subscriber has received by arrival from
London, Halifax, Canada & United States
A LARGE STOCK OF
DRUGS CHEMICALS.
PATENT MEDICINES.
TOILET ARTICLES.
PERFUMERY.
ALL OF WHICH WILL BE
SOLD LOW for CASH
ALL ORDERS FROM THE COUNTRY PROMPTLY ATTENDED TO.
☞ Physicians Prescriptions Carefully Compounded.
STEWART BURNS.

INSURANCE
AGENCY.
THE LANCASHIRE
FIRE INSURANCE CO.,
Manchester,
ENGLAND.
Authorized Capital:
$10,000,000.
PROPERTY OF EVERY DESCRIPTION
INSURED
AT THE LOWEST RATES.
STORES, ISOLATED DWELLINGS, SCHOOL HOUSES, CHURCHES AND PUBLIC BUILDINGS, INSURED ON
FAVORABLE TERMS
LOSSES
PROMPTLY SETTLED WITHOUT LITIGATION.
FRED MOSELEY, Agt.
SYDNEY, CAPE BRETON.
Feb18882f.

Insurance Agency.
THE
London & Lancashire
Fire & Life.
Insurance Association.
CAPITAL $5,000,000.
Also for the
Canada Guarantee Co.
For the issue of Security Bonds to Government and Municipal Officials, as well as bonds requiring such, at lower rates than any other company. Parties need ask for bonds to secure their responsibility, or provide sureties, when they can be in every respect independent and on such favorable terms.
J. McARISH,
AGENT AT SYDNEY.
Sydney, C. B., June 1st, 1880.

Notice to Debtors.
ALL parties indebted to the subscriber are requested
TO MAKE AN IMMEDIATE PAYMENT
To save expense. Those owing at
The Branch Store,
at BRIDGEPORT
Will please make payment to D. J. McDonald, there.
R. M'DONALD,
Lingan Mines.
Sept. 13, 1881.—2m.

NOTICE.
PARTIES indebted to me will please make an early settlement of their account, or be prepared to make payment to Mr. Keslp, who will call upon them shortly.
J. E. BURCHELL.
Sydney, Au 25, 1880.

Flour.
A LARGE STOCK just landed from S. S. "Pollux." A choice stock of
Flour & Meal
daily expected from Boston and Toronto, all of which, including the stock now on hand will be sold at lowest prices, wholesale and retail.
BURCHELL, BROS.
June 9th, 1881. Agt.

WANTED.
ONE THOUSAND BUSHELS OATS for which CASH WILL BE PAID.
Nov. 17. KING BROS.

Miscellaneous Selections.

The Albion Mines.

A GLANCE AT THE OLD AND NEW WORKINGS—A WONDERFUL EXHIBIT OF ENTERPRISE AND ACTIVITY—A STRIKE NOW GOING ON.

[Colonial Standard.]

When, a little more than a year ago, the disastrous explosion at Ford Pit startled the country, the number of those who judged the mining career of the Halifax Co. at an end, at least as far as Pictou County was concerned, was the majority of people in Nova Scotia. And indeed it was reasonable that a company whose operations for years had been conducted at a loss and which had lost in a moment as it were, hundreds of thousands of dollars, would be disposed to cease operations, unless the outlook was so favorable that the disadvantages and disasters of previous days might reasonably be held at an end. That the Halifax company have arrived at such a conclusion it is reasonable to assume for instead of any decrease, their mining operations during the year which has elapsed since the explosion have been characterized by great, we might indeed say, singular enterprise. The injury to the famous deep seam pit was almost ruinous, nevertheless steady bailing has been going on, and plans been considered, to place this seam in its former position as the best, and largest-yielding, in the Dominion. And this has been only by-work as it were, for operations equivalent to the opening of

TWO NEW MINES

have been going on in other parts of the company's property, and at present two fully equipped pits are raising coal as rapidly as possible to supply a demand which is now extending over all sections of the country.

These new mines are located near the western boundary of the Halifax Cos. area, on seams discovered years ago, and worked to some small extent. One has a vertical shaft—like the Ford pit—while the other has two slopes following the coal at the dip of the seam. Both have ventilating shafts, etc., and pumping arrangements are now being perfected, though very little troubles occasioned by water. These mines are known as the "McGregor" and the "third seam," and from them a very superior quality of coal is being raised, excellent for coking, and burning freely with a strong heat.

The last "Mines Report" thus speaks of these new winnings:

In the spring, two slopes were started on the Hindman seam, following the dip, the dimensions: width at top 9 feet, at bottom 40 feet, height 10 feet. The slopes are now rolled up and advanced. The shafts are 7 feet thick, and are provided with a distinct system of ventilation, each slope having a furnace 7 feet wide, the base of the crown bars 7 feet below the bottom, and the length of upcast below 112 feet. The coal is raised by two fans of 12 feet diameter driven by a pair of the hand-load frames, supplied by steam from a large portable tubular boiler, having 82 three inch tubes. The slopes had been extended for the fan, and a colliery has seldom been run out in so short a time.

The third seam presents the following section:—

	ft.	in.
Good Coal	9.	0.
Slaty Land mixed with Coal	0.	9.
Good Coal	3.	0.
Total	11.	6.

Two shafts have also been sunk a short distance west of the slopes, to the McGregor seam, and the narrow work is already well advanced. The shafts are respectively 151 and 136 feet deep, and 12 feet by 9 feet 6 inches, and 9 feet square. The latter will be used as a furnace shaft. The engine is an upright cylinder, made on the colliery and hoisting with a flat wire rope. The engine house is of brick, and all the fittings at bank are of a substantial character. No pumps have yet been put in either of the mines as the workings are very dry. The following is the section of the McGregor seam:—

		ft.	in.
Upper Bench.	Coal, good	3.	3.
	Slate	0.	1.
	Coal, good	3.	6.
Lower Bench.	Coal	3.	2.
	Coal, good	2.	0.
	Slate band	0.	8.
	Coal, good	1.	6.
	Total	14.	2.

The third seam pit is the furthest advanced of the two, and is well provided with buildings and machinery. The platforms at the pit head are all covered over, which is a decided improvement on the old open air method. The engines are those which were brought out for the great air compresser which was to have been used at the Ford pit.

The McGregor pit is apparently one of the best arranged mines in the Province, the buildings all being substantial—some of them are brick—and everything being compact and modern looking. The engine used here was manufactured at the company's foundry at the old mines. The coal is hoisted up the perpendicular shaft by a flat wire rope. This pit promises to be an important one in the list of Pictou coal mines, as the quality of its coal is second to none, and its output will be very large.

An excellent railroad has been constructed from the old mines at a large expense. Over it the coal raised is now hauled.

ALL THE OLD MINES

are still unworked, and a mournful silence reigns where a little more than a year ago so much activity and bustle were displayed. The tall smoke stacks of the cage and Dalhousie pits, almost side by side, are smokeless. How the Cage pit fires, and whether any fire still burns in its cavernous depths are still unknown, but it is probable that all traces of the devouring element have been long since obliterated. It is still covered up, and has not been disturbed for many months. At the famous and ill-fated

FORD PIT

everything presents a striking contrast to the former state of things. Vast masses of valuable machinery are strewn about, the mighty engines are idle and the immense pumping structure has ceased its effective work. The sense of desolation is almost overpowering as the solitary spectator surveys the rusted machinery and decaying woodwork, or peers cautiously down the black and fathomless looking entrance to the depths of the mine, where the scores of brave fellows who made their last descent on that ill-omened 12 of Nov., 1880, sleep their long sleep, "uncoffined unconfined." The work of emptying the sea of water in this pit is a most difficult task and progress is not very marked, due also it may be presumed to some extent to the fact that the company have not determined as yet what course they will pursue to again reach the seam. That a vigorous effort will soon be made may however be expected, as delay is of course injuring the mine, while the profits on coal are now such as to make the winning of such a seam as the Ford a most profitable operation.

A STRIKE AMONG THE MINERS

is now going on, the object being to have the wages of all the laboring men increased ten cents a day. No work has been done at any of company's mines for a month in consequence, a sad state of things at present when every ton of coal that can be raised is readily purchased. It is a great pity that our managers and miners should not succeed in compromising these claims.

Out of the Depths

STORY OF ONE OF THE SURVIVORS OF THE STEAMSHIP BAHAMA, WHICH FOUNDERED FEB. 16.

New York, Feb. 23—The brig *Pearl*, which arrived here to day, had on board Napoleon Mathurin, called Paul for short, one of the crew of the steamer *Bahama*, which foundered on the night of Feb. 10. He is a tall, French Canadian, from St. Thomas, near Quebec, where his family live, and is 21 years old. After telling of the storm, Paul said:

I helped to get the Captain's boat out and so many got into her that I didn't go. When Mate Rees launched the second boat he told me to get in, but it was only a thirteen-foot boat and there were already thirteen in it, and I knew if I got in the other two men who were still on the *Bahama* would get in and then the boat would swamp; so I staid behind, and saw the boat disappear. "I saw the Captain's boat upset. Charles Smith, a sailor, and Charley, a fireman, swam back, and we hauled them aboard. They were weak and sick, and lay down on the deck. I had a little hatchet and I ran forward and tried to cut away a ladder to make a raft. The stern began to sink, and then the whole vessel sank. There was a tremendous explosion that stunned me. I suppose it was the air in the compartments blowing out. The suction pulled me down very deep. When I did come up I found a small spar and got on it. The sea washed me off my feet several times. The spar struck against a hatch three by four feet. Baker was sitting on the hatch. I got on with him. He said it was not big enough for two, and I told him we must do our best with it. A few minutes later he was washed off. I heard him hallooing, and I shouted, 'Are you alive? He answered, 'Yes'; but I saw no more of him.

"At daybreak I saw fifteen feet away a large piece of the forecastle head, fifteen feet long and nine feet across. I swam to it. It was upside down, with the crossbeams uppermost. Over these were nailed planks that had been the ceiling of the ice house. Under the planks was a good deal of sawdust. I pulled on board two doors that were floating near, and some large sticks. Then I lay down, for I was dead tired. After a time I got up and saw a vessel. She was so near me that I could see the men on deck. I tied my jumper to a stick and waved it, but they did not see me. I found three sea biscuits in the water and picked them up. I fixed the doors against the beams so that they were some protection against the waves, and they made enough sail to carry me out of the wreckage. At 9 o'clock in the morning the sun broke through the clouds, and the weather became warm. I was too lonesome to sleep that night.

"The next morning (Sunday) the wind rose and raised the sea. Sometimes the waves carried me clean across the raft, but never entirely off, but I lost two of my biscuits. I was very hungry, and I ate the other. In the afternoon I tried to signal a barkentine two or three miles away, but she did not see me. At night I tried to sleep sitting back against the doors but the waves doused me and woke me up every two minutes. Monday morning there was a very heavy chop sea. I was getting weak. At noon I saw a sail to leeward, but she was too far away, and did not try to signal her. Sharks six and ten feet long rubbed their noses against the raft and turned over on their backs. I hit them with my stick and pushed them off, but they kept coming back. Then I saw a big turtle floating, and I thought if I could catch him he would be good eating. I took one of the doors and pushed it under him, and then I tried to pull him upon deck, but he was too heavy. I sang to keep myself company.

"Tuesday morning the weather was clear. I felt cold and thirsty, but was no longer hungry. I saw a sail far off, but did not signal it. The sharks were around all day. That night the sea was so rough I could not sleep. On Wednesday the sun came up finely and the weather was clear. At 9 o'clock a little rain fell. I tried to catch some in my oilskin coat but could not. I scraped some mildew from the boards and tried to eat it. It tasted badly, and was salt. My throat was very dry, and I dipped up big handfuls of salt water and swallowed it without tasting it. I know that was wrong, but I think I was a little out of my head. The water made my mouth and throat sore, and my tongue so thick that I could not speak. Toward evening I saw a bark, but so far away that I did not signal her. At midnight fog settled and it rained heavily a few minutes. I made a bag of my coat and caught enough water to have a good drink. The rain killed the wind, and I managed to sleep two hours.

"When I woke on the morning of Thursday, the sixth day, I was cold from the drenching I had had. I slept again half an hour, and when I awoke again I saw the *Pearl* away off, heading straight for me. I was very sleepy. I lay down and went to sleep again. When I awoke the *Pearl* was only a mile away, and I signaled with my jumper on a pole and was very glad when I saw that they had seen me. I went up the ship's ladder myself and ran for water. I drank a large pailful, and then the steward stopped me. He gave me hot coffee, and I drank two quarts of that. The Captain gave me dry clothes, and I tried to eat a little beef and broad, but I could not swallow it. I did not feel hungry, I could not sleep. I drank some more coffee, ate four oranges, and after that a full dinner. Then I went to sleep for two hours. The next day I felt stiff and sore, but I grew steadily better, and was soon able to work with the crew. I was picked up about twenty-five miles from the place of the wreck.

A GOOD HOUSEWIFE—A good house wife, when she is giving her house its spring renovating, should bear in mind that the dear inmates of her house are more precious than many houses, and that their systems need cleaning by purifying the blood, regulating the stomach and bowels to prevent and cure the diseases arising from spring malaria and miasma, and she must know that there is nothing that will do it so perfectly and surely as Hop Bitters, the purest and best of medicines.—*Concord (N. Y.) Patriot.*

C. C. Jacobs, Buffalo, an employee of the U. S. Express Co., says:—"Dr. Thomas' Eclectric Oil cured me of a bad case of piles of 8 years' standing, having tried almost every known remedy besides two Buffalo physicians, without relief; but the Oil cured him; he thinks it cannot be too highly recommended."

Educational.

INVERNESS AND VICTORIA.

REPORT OF JOHN Y. GUNN, INSPECTOR OF SCHOOLS.

SIR,—In submitting the following, being my second, annual report of the present condition of education in the Counties of Inverness and Victoria, it affords me pleasure to assure you, that the general efficiency of the public schools of the District continues unimpaired.

As compared with the previous year, there has been an advance in both counties, during the year just closed, in the number of schools in session, in the number of teachers employed, and in the total registration of pupils.

During the school year of 1880, 279 schools—both terms—were in operation in Inverness, and 124—both terms in Victoria.

During the corresponding period of 1881, there were 280 schools in Inverness and 128 in Victoria—being *one* additional school for Inverness and *four* for Victoria.

During the winter of 1880, the public school registration was 4,851 pupils for Inverness and 1,991 for Victoria.

During the winter of 1881, 5,266 pupils attended school in Inverness, and 2,027 in Victoria.

During the summer of 1880, the public school attendance in Inverness was 5,503 pupils, and in Victoria 2,107.

And during the summer term of 1881 5,600 pupils were enrolled in Inverness, and 2,358 in Victoria.

These figures show a small, but gradual, and, it is believed, healthy increase in the number of schools in session and registration of pupils, from term to term, and from year to year.

Comparing the winter term of 1880, with the following summer term ending on the 31st of October there was an increase of eight schools in Inverness and of seven in Victoria, and an excess in registration of 234 pupils in the former county, and of the comparatively large number of 314 pupils in the latter.

This gratifying result, is, I am satisfied, largely due to the present admirable mode of apportioning the County Fund.

Previous to 1881, it was no uncommon occurrence to see large and wealthy sections draw annually over $200 each from the County Treasurer, while sections poor and scattered had to be content with the mere pittance. Now such anomaly now exists. During the past summer term, the section of Little River, Cheticamp, with a registered attendance of 109 pupils was allotted but $60.34—that being the largest draft in Inverness for any one section with only one department—while the Boom of River Dennis, with a total registration of only six pupils, was allowed $16.35.

For the same term, in the County of Victoria the appropriation to English Town with a registration of 140 pupils was $4.73—while Ship Yard, with only 13 pupils enrolled, drew $25.43.

If, as I take it, the existing School Act was framed with a special eye to the amelioration of the masses, the present system of County Fund distribution affords additional vindication of its wisdom and humanity.

In Inverness, the number of teachers employed each term, was the same, for the first three quarters—one of grade A; 23 of grade B, and 48 of grade C. Seventy-three teachers of grade D were employed in winter, and 80 in summer.

In Victoria, each term gave employment to *one* teacher of grade A, and to 4 of grade B. Nineteen of grade C, and 37 of grade D were engaged in winter, and 17 of grade C, and 46 of grade D in summer.

Comparing both terms in each county with the corresponding term of the previous year—it will be observed, that there has been a slight reduction in the number of teachers employed in some of the higher grades, and a considerable increase in the lower.

Teachers' salaries continue, I regret to say, to rate low, especially in Inverness, where teachers of the first class average only $264 annually. The country districts of Victoria are equally low. But the rather respectable salary given to the head-master of the Baddeck Academy raises the general average to $334.

Taking the whole district, the extremes are—Hawkesbury, teachers advanced departments, $420 annually, and Wright, teacher of same grade, $200.

Male teachers of grade C are paid $190 in Inverness, and $192 in Victoria—while female teachers of the same grade are allowed, in each county, a trifle additional.

Male teachers of the third class get $140 in Inverness, and $148 in Victoria, and female teachers of this grade have to be satisfied with $142 in Inverness, and $126 in Victoria.

In a number of cases, in each county, teachers of the lower grades are allowed their board, in addition to the sums stipulated in their bonds of agreement with trustees.

The wide spread financial depression of the past few years has tended to materially reduce the funds at the disposal of section officials.

But now as the horizon brightened up, it appears to me teachers should insist upon a more equitable rate of compensation. It is not a cheering state of affairs when young men take years of study and lot to qualify themselves for a profession which, owing to its [illegible] they are forced to abandon in disgust for more remunerative employment in the mines of Colorado, or on the prairies of the Great West.

New Buildings. The Baddeck Academy, which has been lately finished, is a building of fine proportions. The apartments are commodious and well lighted, and the trustees appear to be determined to provide all the appliances necessary to a first class educational establishment.

The high school building at Port Hawkesbury has been lately purchased by the trustees. An additional department has been added, and, I am informed, the whole building has been refitted.

In the section of East Ingonish a fine new building has been erected, and another of somewhat similar character is in a fair way to completion in West Ingonish.

Suitable school houses have been also erected in Lorne Section, at the rear of Judique Banks, and at the North East, Mabou—the latter to replace the building recently destroyed by fire in that section.

Eight sections within the District have their schools graded—Baddeck having three departments, and Hawkesbury three. Hastings, Port Hood, Mabou, B. C. Marsh, Plaitan and Whycocomagh each having two departments.

A graded school has so many well defined advantages over an ordinary school, that it is superfluous to institute any comparison. Wherever a graded school is established, it seems to constitute a nucleus of educational vigor which "ministers life and warm circulation" to every school within the range of its influence.

Teachers' Association. The regular annual of the Teachers' Association was held in July. The attendance of teachers and others was unusually large. Addresses written and oral, were delivered upon (1) "Annual physiology in its relation to hygeine;" (2) "Easy processes of geometrical proof;" (3) "Explanations of trigonometrical and other mathematical formulæ;" and (4) "A method, with illustrative examples of teaching English Reading." Free discussion was elicited at the close of every exercise, and all present appeared to be nerved and strengthened for higher professional effort in the future.

I beg respectfully to submit a few suggestions:

1. The school boards should be invested with the discretionary power of applying a portion of the county fund for the purpose of supplying poor sections with indispensable articles of school furniture.

2. In the event of trustees entering, at any time, into engagements, unsupported by a legal money-vote of the rate payers, the trustees themselves should be made *personally* liable. (In the prescribed form of agreement between teachers and trustees, the payment of the teacher's salary is conditioned upon the trustees being *officially* in funds, and although to satisfy a Supreme or County Court judgment, school buildings and other real estate may be liable to seizure, Magistrates' judgments cover no relation sectional property.)

3. A slight modification of the late regulation which requires candidates for examination to be eighteen years of age, would, it is thought, be an improvement. The admission is made by all, that *females* should not be hurried until the full age now required is attained, but it is felt that the privi-

ARCHIVES OF NOVA SCOTIA

PUBLIC ARCHIVES OF NOVA SCOTIA

THE CAPE BRETON ADVOCATE.

THE ADVOCATE.

SYDNEY, C. B. MARCH 23, 1882.

The Proposed Commission.

It seems to us that the time is near when there will be a constant stream of immigration towards our shores. Nova Scotia is by nature a most favoured Province. She has many resources which should make her people wealthy and contented. Her climate is unexcelled. It remains then for her people to become wealthy and contented. Within reasonable bounds,—compared with other provinces and countries,—they are, but we desire that they become more so. That this object be attained the people must know more of their country. Outside capital must also be diverted hither. This can only be accomplished by satisfying capitalists of the great natural wealth and resources of our Province, when our future will be most brilliant. The thousands who left our shores during those depressing years, now happily past, but yet sadly remembered, will return to their friends and native land. Other thousands will come to our shores, build up this happy, prosperous Province with a greater measure of happiness and prosperity. Constant and remunerative employment in the various industrial departments will accomplish this object. It is a fact that never before in history has money been so plentiful in London and other monied centres of Great Britain than during the past six months. The wealthy scarcely know how to invest to secure a return. Many millions are at interest at two per cent. per annum! It may fairly be assumed that if the owners of this wealth could be convinced we have a country possessing fertile soils, shores abounding in valuable fish, wonderful mineral wealth, explored and unexplored, and manufacturing facilities unsurpassed, they would invest a share of their prodigious wealth in cultivating our yet unbroken forests, in establishing centres for the fisheries from which half a globe might be supplied, and in developing our great mining industry until the vast beds of iron ore would yield their hundreds of thousands of tons, in turn to be converted into iron and steel by easily accessible coal with the application of labor and capital. Iron and coal have been justly considered the foundation of England's greatness. Their developement in this Province would accomplish our most sanguine expectations. All this and much more can be brought about provided the monied men of England can be shown that this Province offers a secure field for investment.

Entertaining those views, the intelligent business men who have made up their minds to spend ten millions of dollars acquiring working and completing the railway of Nova Scotia and Cape Breton, made a proposal to the Government for the appointment of a commission to inquire into the resources of the Province. This commission will be comprised of men in England, in whom the British monied men have implicit confidence. It is likely, one will take up the subject of our agricultural advantages and facilities in all its departments, another, home and foreign depots and markets for the product of our fisheries, another the mines and minerals of the Province in the departments of mining, metallurgy and mineralogy, and yet another, the advantages the Province may offer with cheap fuel and iron ore of becoming a great manufacturing and industrial centre. If the reports of those experts be favorable, then we think vast benefits to our Province will speedily follow the introduction of population and capital. The Syndicate in making the handsome proposal of paying fifty thousand dollars towards defraying the expenses of the commission, had in view their own interests, knowing well, nothing would more surely give their railroads dividends than increased Provincial prosperity. When the Hon Prov.-Secy. asked the concurrence of the peoples representations in Parliament, he secured their unanimous support. It must be a satisfaction to the people that the welfare of the Province only was considered and party was, on the occasion, forgotten. The Syndicate proposal was as follows:—

HALIFAX, 27th Feb., 1882.

The Hon. S. H. Holmes,
Provincial Sec'y.,
Halifax.

DEAR SIR,—In view of the large amount of money shortly to be expended in the consolidation, completion and extension of the railway system of Nova Scotia, and the great importance to the Company I have the honor to represent,—as well as to the Government and people of Nova Scotia,—of the early development of the great natural resources and advantages of this Province, I am instructed by my Company to submit for the consideration of your Government a proposal having for its object an official inquiry into such resources and advantages, and the determination of facts in respect to them.

It is admitted this Province possesses unusual faculties for the successful prosecution of many, if not all, the leading industries which occupy and benefit a people, such as agriculture, fruit-growing, cattle-raising, manufacturing, ship-building, lumbering, mining, metallurgy, &c. Accessibility to home and foreign markets may be added as an important factor. But these great advantages are not generally known as a distance, nor are they considered to be fully established, therefore the country does not advance as it should.

The proposal I have the honor to now submit is the appointment by your Government of a commission of eminent authorities and experts to investigate the various resources and capabilities of the Province—to establish their economic value—to acquire reliable information and to report and recommend.

Such a commission to consist of five or seven members recognised eminence and character in their respective professions. It would be of the greatest value in directing attention to the various sources of profitable employment of capital and labor, and in establishing the requisite data to that end.

The revenue of the Dominion Govt. would benefit so much by increased population and employment of a larger number of people in profitable business that that Government may be reasonably expected to interest itself in the commission and to pay part of the expense.

In conclusion I have to state that my Company will contribute fifty thousand dollars towards the cost of such an investigation if the commission is appointed, at an early day, and is satisfactorily constituted. Trusting that the Government will give this matter its early attention. I have the honor to remain, sir,

Your obedient servant,

E. W. PLUNKETT.

This really munificent offer was gladly and unanimously accepted by the House; the following resolution being introduced by Mr. Holmes and adopted without a dissenting voice:—

Whereas, the Nova Scotia Railway Company has requested the appointment of a commission for the purpose of investigating into and reporting upon the natural and industrial resources of Nova Scotia and the suitability of the Province for more extensive settlement and investment of capital, and has offered to contribute $50,000 towards the expense of such a commission;

And Whereas, the appointment of such a commission is calculated to promote the interest and welfare of the Province.

Be it therefore resolved, That the Government be requested to procure such further aid towards the expenses of such a commission as can be obtained from the Dominion Government, and be authorised to secure a commission for the purpose contemplated in the proposal of the Nova Scotia Railway Company.

—A majority of the Agricultural Societies having supported the claims of North Sydney to the Island exhibition of '82, we trust that no local prejudice exists to destroy the prospects of the scheme. We feel confident that our people take a warm interest in Agriculture, and the object should be to excel the exhibits of the previous year. Much will depend on the appointment of an energetic Committee. We wil give the exhibition our our support, and wish our friends to do the same.

—Having convinced the *Chronicle* that Mr. Mongredien's "fellow Director," had not taken "the sound advice," that paper tries to shuffle off by intimating that we did not know Mongredien. We will admit that we don't know what that gentleman's opinion may be on the question of protection to Canada, but the supposition is that like his "fellow Director," as an Englishman he is a Free Trader, and as a Canadian he is a Protectionist. We would draw this inference from the speech of his "fellow-Director."

—The report of the Central Board of Agriculture for 1881 affords evidence, which goes to show that agriculture is progressing favorably in the Province. Agricultural Societies have considerable to do with this advancement. We find that there are six Societies in Cape Breton Co., with a membership of 319, receiving grant $400; three in Richmond, membership 137, grant $302; four in Victoria, membership 232; grant $400.

—Some of our Opposition exchanges are more or less misleading in their information in connection with the strikes at Lingan and Pictou. Of course they ascribe it to the N. P., and intimate that even with protection the miners are compelled to resort to strikes in order to get fair wages. We are prepared to show the falsity of these statements. The question of wages is not involved in either of the above cases.

—We escaped the storm of Saturday and Sunday last. It was unusually severe in Canada and the Atlantic coast of the States.

—The statement which appeared in several of our exchanges, to the effect that the Hon. Judge McDonald had resigned is unfounded.

[From our own correspondent.]

OTTAWA LETTER.

Sir Chas. Tupper's Great Speech on the Budget.

A SPLENDID DEFENCE OF THE COAL INDUSTRY.—PROSPEROUS CONDITION OF THE COUNTRY.—A VAST INCREASE IN RAILWAY TRAFFIC & BANK DEPOSITS.—SURPLUSES VS. DEFICITS.—DECREASED TAXATION.—HYPOCRISY UNMASKED.—FALSIFICATION OF THE PUBLIC ACCTS. EXPOSED.—A SEVERE CASTIGATION TO THE EX-MINISTER OF FINANCE.—GREAT ENTHUSIASM IN HOUSE & GALLERIES.

OTTAWA, 13 March, 1882.

It was generally understood inside the House and by the public outside that Sir Charles Tupper would follow in reply to Sir Richard Cartwright the ex-Minister of Finance. Tuesday the 28 ult., being the first "Government Day" in the House following the delivery of the latter speech, it was known that Sir Charles would commence on Tuesday immediately after the opening of the House, and after the usual preliminary business had been put through. The day was a magnificent one in point of weather, one of those peculiarly fine days which are alike inviting to fashion and delicate health to perambulate abroad either for pleasure or for health. At an early hour the public began to file in through the doors and corridors of the Commons, and no sooner were the public galleries thrown open than they filled to overcrowding, while many had to remain in the corridors or retire unable to gain admittance.

Sir Charles Tupper, on rising to speak was cheered by his supporters, but this cheer was only preliminary to many more that followed ere he had concluded his great speech. Having briefly referred to previous tariffs in force in Canada, he contended that the tariff of 1866 was as highly protective under the circumstances of that day as the present tariff is under the existing circumstances of to-day. The Opposition having made the duty on imported coal, their special point of attack, Sir Charles quickly led up to its defence, and broadly submitted to the House that he was prepared to prove not only that the duty on coal had not increased the price of the article to the Upper Provinces, but had cheapened it to their people. This he proceeded to demonstrate by tabulated statements of the selling prices of coal in the four old Provinces for a series of years both before and after the imposition, by this country, of a duty on foreign coal. The following table is conclusive on this point:—

PROVINCES.	YEAR.	COST PER TON.
Ontario,	1877	$4 45
"	1878	3 85
"	1880	3 04
"	1881	4 25
Quebec,	1877	4 00
"	1878	3 15
"	1880	3 65
"	1881	3 77
Nova Scotia,	1877	3 74
"	1878	3 33
"	1880	2 53
"	1881	2 70
N. Brunswick,	1877	4 00
"	1878	3 46
"	1880	[illegible]
"	1881	[illegible]

This demonstrates that the price of coal in 1880,—the first year after the imposition of the duty,—was less than in 1878,—the last year preceding the imposition of the duty. In other words there was a drop in the price of American coal, invoiced to Canadian dealers, immediately after the adoption of the National policy, and this happened precisely on the same principles as the Grand Trunk and other great Railway lines drop their high rates for freight, every year, immediately on the opening of the canals and inland navigable waters, and *vice versa*, they put up these rate from 50 to 100 p. c. on the closing by winter, of these water communications; that is the railway lines regulate their freight charges by the competition they have to face. The very same is demonstrated in the case of coal sales for it is found that just in proportion as any given point becomes a point of competition so does the price of coal lessen, and on the other hand, just in proportion as a place is removed from competition so do prices rule higher. Thus, Quebec obtains coal at a less cost than Toronto although the latter point is much nearer the coal fields of the U. S. than the former, but at Quebec there is more competition. The cost of carrying coal from the Pennsylvania coal mines is exactly the same—$2— to each—whether sent to Boston or Chicago, yet the price of coal is $6.50 in Boston when it is $8.50 in Chicago, and why? Their respective distances from the source of supply is the same, and the cost carriage thence to each place is the same. Because that Boston being seaboard market, there the U. S. coals come in competition with Nova Scotia coals and so reduces the price. Chicago is an inland town far removed from competition, consequently the selling price is high. Sir Charles then referred to the efforts of the ex-Minister and his followers to make it appear that this was a sectional tax, as coal was produced in N. S. only of the Provinces. To this he replied that the ex-Minister seemed to forget that he had himself, when leading in a so-called Free Trade Government placed a duty of 150 p. c. on coal oil, which in this country is a production of Ontario only, and at the same denied any aid whatever to N. S. Coal. As to coal being a prime necessity of life, he, Sir Charles denied it was any more so than blankets, clothing, or coal oil. The ex-Minister had tried to make it appear that the coal duties pressed heavily on railway companies, to this, Sir Charles replied, that the railway receipts of the Dominion had gone up in the year 1880-81 by no less an amount than $8,082,453, over and above their receipts in the year the member for Centre Huron obtained leave to retire from the management of the finances of this country, so that even on the supposition that these railways did pay a little more for their coal,—which he did not admit,—their largely increased prosperity enabled them to do so at a profit

The hour of six having arrived, the Speaker left the chair, the House adjourned until 8.

AFTER RECESS

the galleries were crowded to the extent of a perfect jam, and it was noticeable, a larger number of ladies were in the Senate gallery than during the p. m. sitting. Sir Charles promptly took the floor, in resumption of his speech, and as he done so was enthusiastically cheered by his supporters. He proceeded to point out that although the ex-Minister of Finance had in 1874 been granted by the House the sum of $3,000,000 additional taxation, and for this purpose had, by his tariff of that year, raised the customs duties 15 per cent., that is from 15 to 17½ per cent., and the excise duties on spirits, tobacco &c., in an equal ratio;—although he was compelled to come back to the House, two years later, and ask for an addition of $500,000, to the annual taxation of the country, yet notwithstanding all this, he had a cumulated over $5,000,000 in two years and which, had he not been wisely dismissed by the people of this country and not allowed to continue in his mad career until 1st of July, 1878, his deficits would have amounted to $7,500,000. This was not all, but there was the important fact of the ex-Minister of Finance having been convicted before this Parliament of having placed $545,000 chargeable to revenue which this House had voted for capital account, so as to force a balance on the other side and thus, had with his right hand falsified the public accounts to that extent. As to the charge of extravagance in the present estimate, he, (Sir Charles), pointed out that the ex-Minister asked in his first estimate—in 1874—for $26,000,000, only $100,000 less than the present estimate. The ex Minister estimated the expenditures at $26,000,000 and he was only $2,987,000 astray. From a tariff of his own framing he calculated that he would be in receipt of $25,250,000, but instead, his receipts fell short by a deficit of $2,042,000 less than he calculated.

IN CONTRAST

with this, the present Finance Minister under this tariff exhibits in 1881, a surplus of $4,139,000; in 1882 his surplus will be $4,450,000, and for 1883 he has the best possible foundation for calculating upon a surplus of $3,000,000 additional; so that after having given back to the people $1,500,000 taxes annually, he will have rolled up a surplus of $11,500,000; whereas, his predecessor, the ex-Minister, in three years, accumulated deficits amounting to $7,500,000. Gentlemen opposite dreaded surpluses at home but could admire them as something very desirable in the neighboring Republic, and the wiping out of the public debt by hundreds of millions yearly, in that country, as something to be admired. In reference to Sir Leonard's surplus, the opposition claimed that it was accumulated solely from taxes which came directly from "out the people's pockets." He, (Sir Charles), denied this emphatically, and pointed out that $750,000 of the savings in the management of the Intercolonial Railway. As to the present prosperous condition of the country generally, and the improved condition of the working classes everywhere, there could be no clearer index than shown by the fact, that the deposits in the savings banks had increased for the last three years by the addition of $13,000,000; the deposits in other banks had increased in the same period by the addition of $23,000,000, making, for the last three years, a total increase in the bank deposits of this country, $36,000,000, another unfailing barometer in showing depression or prosperity of the general business of the country, is the traffic on railways, because railways extend throughout every part of the country, and the railway barometer showed an increase in the railway receipts of this country of $8,082,453 for the year 1880-81, in excess of the receipts for the year 1879-80, the Intercolonial Railway alone showing an increased traffic of 45 per cent.

Then as to the credit of the country abroad, he said, that the happy possessors of the 4 millions sterling worth of bonds which the Hon. ex-Minister took across the Atlantic and sold to his friends were to-day £600,000 sterling richer than they were before they saw them, that is the happy possessors of $2,920,000 more than they gave for them.

At this point Sir Richard asked "who are my friends?" Sir Charles replied, this was more than he could tell for the Hon. gentlemen had refused that information.

Again the ex-Minister had, in 1876 sold his bonds representing £2,500,000 sterling, at the ruinous discount of 4 or 5 per cent below what they were bringing in the market, and the fortunate possessors of these bonds have realized in excess of what was paid for them a clear gain of $1,285,000.

As to the assertion that the cost of living was so increased as to make it weigh heavily on the industrial classes Sir Richard had said that:—"assuming it to be true, the question was not whether all these articles were, to-day, cheaper than they were in 1878 in Canada under my tariff, but whether we can buy them cheaper, to-day in Canada than in New York, and if so you are injuring the poor man." To this, Sir Charles replied:—"The Hon. gentleman must be hard pressed, when he is endeavoring to convert the fiscal policy which is calculated to foster and protect the industries of Canada and can only say, that the way in which the poor man is injured, is not because we have not reduced the cost of goods below what they were in 1878, under his tariff, but because prices are not as low as they are in a country where the tariff is twice as high as ours."

A CASTIGATION.

Sir Charles now proceeded to comment on the insolent tone of wanton and unprovoked insult with which the ex-Minister replied to the Honorable Minister of Finance. At this point the House and immense audience, fully realized that the crisis of the evening had come, and every nerve in that living mass appeared to be in a uniform high tension and determined that not a word which feel from the speaker's lips should pass unheard. Nor were their expectations disappointed, for, before another hour had passed, the night of the double shield felt the full force of as keen and incisive invective as the English language affords. If capable of learning anything, he must have learned the much needs lesson on his insolent taunts to Sir Leonard, that—

"When men of infamy to grandure soar,
They light a torch to show their shame the more."

Sir Charles first traced briefly the line of life through which the hon. Minister of Finance had passed,—a self made man, at an early age honored by being chosen to represent the large and wealthy constituency of his native city,—shortly after rising to the position of Leader in the Government of the Province; chosen to represent that Province in the council of leaders who framed and consolidated the confederation of Canada; returned as a member of the first Parliament Confederated Canada; chosen to the position of Finance Minister of this country; thence elevated to the Governorship of his native Province, to which he was cordially welcomed by all classes of the people without distinction of polities, a position which he filled with honor and to the entire satisfaction of all, a position of ease and of honor which he was solicited by the late Government to accept for another term, but instead of consulting his personal ease and comfort, seeing the deplorable condition to which the financial standing of this country was brought through the incapacity and bungling of the, now, ex-Minister of Finance, cast aside all personal considerations, and boldly threw himself into the great struggle of 1878; was again returned in triumph by his wealthy and intelligent constituency for their conformation of his ministerial appointment, was returned by acclamation, and to-day stands before this House in the proudest position ever occupied by a Finance Minister of Canada. But, continued, Sir Charles, suppose my honorable friend the Minister of Finance, instead of the splendid career which I have sketched, had been born in the lap of wealth and luxury, had been sent across the ocean to be educated at one of the first colleges of Great Britain and had returned without distinctions or honors,—had for years struggled with the study of law and yet failed to attain an admittance to the Bar. Suppose the present Minister of Finance had forsaken his friends because they knew him too well to entrust him with a position of great importance, and having gone over to his life long opponents, had by an act of political perfidity obtained the position of Minister of Finance, and that his first official act was to put an utter untruth into the mouth of His Excellency, how vastly different would he stand to-day, from what he does, in the estimation of this House and the country. Suppose, again, that the present Minister of Finance had floated £6,500,000 sterling of Canadian bonds in the money market, on such ruinous terms that the lucky purchasers of these bonds gained on the transaction $4,205,000, clearly lost to this country, that he stood convicted before this House of having, in order to force a balance, charged to revenue a sum of $545,000 which the House voted and expended on capital account; and supposing he had stood convicted, as the ex-Minister now stands convicted, of having in the teeth of the statute abused his position, in the absence of the Minister of Customs, by taking surreptitiously from the public treasury $59,000, and handing it over to a wealthy corporation, just on the eve of a general election, who of course could easily understand exactly what this meant;—well, if the present Minister of Finance stood before this House, and the country in such an unenviable notoriety as this, then might the member for centre Huron have some show of expense for not being very choice in his language towards such a man and under such circumstances.

Sir Charles having pointed out that four years in the house and out of it, the now ex-Minister had unceasingly poured torrents of abuse on the Right Hon. the present Premier of Canada but that when the great and intelligent electorate of this country was appealed to, they consigned the traducer to privacy and ignomy and placed Sir John in the most eminent and proud position ever accorded to any premier of Canada. The member for Center Huron having said, "He sometimes prayed and trembled for the future" Sir Charles' reply was that he hoped that the Hon. member when praying "deliver us from temptation" would not forget to add he might never again be a Minister of Finance and that he might be prevented from ever again dabbling with public bonds in the money market of the world. That hon. member for Centre Huron trembled he could believe seeing that the hon. gentleman's constituency were so very likely to give him leave again, to retire into private life at the earliest opportunity, and seeing moreover there was so much dissension among that gentleman's party in the House.

The member for Centre Huron having said that he saw strong signs of the present administration being broken up on its next appeal to the electors, Sir Charles replied to this, saying that these signs were nothing better than the visions of sleep,—illusory dreams,—and that when the public mind was undergoing a chance the process was invariably indicated by the interim elections and he invited attention to these infallible signs as shown between 1874 and '78 and also as shown between '78 and '82. From 1874 to 1878 61 of the government seats became vacant,—about a dozen of which were ministerial,—yet of 61 they were able to elect 47 supporters. Of the opposition seats 26 had became vacant all of which were retained by the opposition, and from these and the seats wrested from the government the opposition carried 40 seats in these four years as the result of the bye elections, so that at the end of the four years the Liberal Conservative party stood 28 votes better, on a division, than when the government was framed. On a general appeal to the country the government was swept away by an overwhelming majority. Since the formation of the present government in 1878, there have been vacated on the government side 34 seats and of these the government has carried 32. In the same period 12 seats on the opposition side have been opened for election and out of these 12 the government has carried 6 seats, so that the government stands to-day, as the result of the bye elections, considerably stronger on a division than on the day general election of 1878 was over.

Sir Charles having expressed his utmost confidence that the great blight brought upon the industries of the country by the late administration, and prosperity and confidence that this administration would be sustained on the next appeal to the great electorate of the country. Sir Charles then resumed his seat amid loud and prolonged applause, with which the audience showed demonstrative signs of full and hearty sympathy.

Sir Richard rose to make an explanation and also to remark that he would not condescend to answer the Minister of Railways and Canals in such terms as he addressed the House, but oh! most unlucky of utterances,—"would not condescend"—this brought down such roars of derisive laughter that Sir Richard at once subsided looking the very personation of helpless writhing mental torture.

Mr. Anglin next took the floor who although an able man on the average, has a most prominent ability for emptying members out of the seats, not the least singular feature being that by far the greatest number of seats empty from among his colleagues and supporters. There is no denying of it, the member for Gloucester is great—sublime in the rapidity with which he empties members' chairs.

One Thousand Miles in an Open Boat.

TERRIBLE SUFFERINGS OF A CREW.

The *Lara* was a barque of 950 tons register, and left Hull on May 4th of last year, loaded with 1,450 tons of coal consigned to Messrs. Rodgers, Meyer, & Co., of San Francisco. On the voyage across the South Atlantic the *Lara* suffered so much from bad weather that she was compelled to put into Rio Janeiro for repairs. This place was left in September and all went well until 20th October, when it was discovered that the cargo was on fire. Every effort was made to extinguish the flames, and for a time success attended the endeavors of the crew. Holes were bored in the bow, and the flames seemed to have been mastered, and the water was pumped out. No sooner had this been accomplished, however, than dense volumes of somke began to issue from the ventilater hatch, and then it was attempted to smother the fire. This change of policy proved unsuccessful, and finaly, on 23rd October, in lat. 11 N., long. 118 W., the *Lara* was left to her fate. She was then about 2,000 miles due south from San Francisco, the nearest point of land being Acapulco, in Mexico, 1,000 miles away. For this latter port the ship-wrecked mariners steered. They were divided into three parties, and each party was provisioned for 50 days. The ship was not left until the heat and gas from the burning coal rendered further stay on board unendurable. The crew and passengers, 21 all told, were distributed in three boats as follows:—In the master's boat was Capt. Currie, his wife, two children, the second officer, and six seamen; another boat contained the mate and five sailors, whilst the third boat was occupied by the boatswain, and three sailors. Each boat carried a compass, and a supply of water was proportionately served out. It was 10 o'clock on a Sunday night when the long journey from the ship to the shore was commenced. The sky was bright, but the only light was that afforded by the stars and the burning vessel. The *Lara* was soon lost sight of. For two days the boats kept well together. The mate's boat, being a good sailer, towed the smaller craft, whilst the captain's boat sailed free. On the night of the second day a storm separated the boats, but two days later they all came in sight of one another. For another couple of days the three boats sailed in company, and then the parties separated, and from that time to the present nothing whatever has been heard of the mate's or the boatswain's boats. Whether they have reached the shore in some desolate part, whether they have been picked up by some passing vessel, or whether they have found their last home beneath the deep waters of the Pacific, it is now impossible to say. The party under the command of the captain suffered frightful agonies from thirst, the heat of the sun's ray's and the ocean's reflection. The allowance of water for several days was but half a pint per person, but as the voyage neared its completion, this small quantity was increased. The captain's wife and children were the greatest sufferers, and at one time it was thought that the former was dying from exposure. The two children were aged respectively seven and two years. Their sleep was troubled, and as they lay in their mother's lap they would moan feebly for water. The only incident on the voyage was the capture of a turtle, which was torn from its shell, not for its flesh, but for its blood, which was eagerly drunk by the party. At last the coast of Tehuantepec was reached, and a running stream being encountered rest and refreshment were obtained. It was not deemed safe by Captain Currie to stay here, and he resolved to prosecute his voyage to Acapulco, still some 200 miles to the north. But two of the sailors resolved to take their chance at that outlandish and inhospitable shore rather than face further boat sailing. At last, after a voyage of 23 days, the remnant of the party safely reached Acapulco.—*Glasgow Mail, 18th ult.*

MacLean the Assassin.

MacLean, the assailant of the Queen, who has been committed for trial on a charge of high treason, on being arraigned, said he would reserve his defence. He declined to cross-examine the witnesses. His interests were solicitor. The evidence was merely a repetition of what is already known concerning his attempt on the life of the queen. It overwhelmingly confirmed the statement that his pistol was sufficiently elevated when he fired for the ball to have struck Her Majesty. Previous to the committal of MacLean, the Treasury Solicitor stated that he is *prima facie* sane, and that the magistrate had no authority to inquire into the state of his mind. It appears highly improbable that the charge of high treason is advanced with a view to obtaining the death penalty. MacLean laughed several times at the evidence given by the Eton College students.

The Channel Tunnel

The Channel tunnel controversy continues not less actively, though less publicly. Sir Edward Watkin's rivals accuse him of misleading large parties that were recently invited to inspect the tunnel, alleging that the borings are not carried under the sea, as was generally supposed, but along the shore. It is doubtful notwithstanding the denial of the same charge, whether an obstacle of a troublesome character has not been reached in the stratification. Opposition of the military authorities to any tunnel whatever is still uncompromising. Except with Sir Garnet Wolsely's personal opponents, the general dislike for the scheme is increasing rather than diminishing. The visit of Mr. Gladstone and a large party of members of Parliament indicates a readiness for inquiry, not approval of the project.

The following amounts have been granted by the Local Legislature for Roads and Bridges, this year:—

Annapolis	$7,710 00
Antigonish	7,234 00
Cumberberland	8,658 00
Colchester	8,658 00
Cape Breton	8,427 00
Digby	7,235 00
Guysboro'	8,980 00
Halifax	10,906 00
Hants	8,883 00
Inverness	9,785 00
Kings	8,006 00
Lunenburg	8,895 00
Pictou	10,674 00
Queens	7,009 00
Richmond	7,235 00
Shelburne	7,235 00
Victoria	7,235 00
Yarmouth	7,235 00

Sentence of the Sergeant who tried to Shoot Guiteau.

The finding of the Court martial in the case of Sergeant Mason, on trial for attempting to shoot Chas. Guiteau, is that he is guilty, and the sentence pronounced is that he be dishonorably discharged from the service of the United States with loss of all pay and allowances now due or to become due to him, and that he be confined at hard labor in such penitentiary as the proper authorities may direct, for eight years.

Local and Other Items.

Large bodies of drift ice in vicinity of the coast.

Large gangs of men have been employed between here and the Lorway clearing the railroad track. The train succeeded in getting to Sydney last Saturday. A supply of coal was brought in Monday; the coal famine consequence raised. A started on Tuesday for Louisburg to bring in the *Shattuck's* freight but meeting with heavy drifts was compelled to turn back and procure the snow-plough.

SCOTT ACT.—Several parties were summoned to appear before Messrs. Justices Martin and Harrington for violation of the Scott Act. The Alliance Association being the prosecutor. One of the men was fined fifty dollars; he refused to pay and took out an appeal to a higher Court. In the other cases the papers were found informal and proceedings had to commence anew.

FROST BITTEN.—A number of men who were engaged last week clearing the track of the Sydney & L. C. Co., were compelled to remain out all Thursday night on account of some temporary mishaps to the locomotive. The night was intensely cold and the men thinking to get home had not provided warm clothing. Several were so badly frost bitten that they were unable to walk to their homes and have since been confined to bed.

ARCHIVES OF NOVA SCOTIA

PUBLIC ARCHIVES OF NOVA SCOTIA

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions of our Correspondents.]

To the Editor of the ADVOCATE:

ST. PETER'S, March 13th, 1882.

SIR.—The discussion that my letter of the 27th ult. caused in your columns, has shown that other towns, as well as Louisburg, are bidding for the terminus of the expected railway.

The question of terminus is of great importance. Locate the line where you will, take any route you please, but let Louisburg be the terminus.

The future progress and prosperity of our Island largely depend on Louisburg becoming what it once was,—*a great commercial city.* Louisburg must rise and prosper. Its geographical position is supreme. Its commercial advantages are unrivalled. Its facilities for manufacturing are unsurpassed in the world. Its resources are vast and numerous, surrounding it are all the elements necessary for the support of a large and mighty population. Before it are the most extensive and best fishing grounds in the sea. Behind it, lying dormant, are mountains of the most valuable staples of commerce, in their crude, natural state, inviting capital, skill and enterprise to come and partake,—to labor and receive rich rewards.

Its peerless harbour, smiling at the angry waves, offers safety and shelter to the mariner at every and all seasons.

The success of the Syndicate Company depends upon whether these anticipations of connection with Louisburg will be realized or not. It is certain that unless the railway shall receive more income than it should earn from local traffic, it will not pay;—the Company must fail. The consequence to the Province would be disastrous. They must pay the interest guaranteed to Baring Brothers, viz.: $225,000 in addition to the loss of running the road.

I have, however, very great faith in the future of Cape Breton, and that Louisburg is the channel through which its prosperity and advancement can be attained. It has already achieved what Halifax nor any town in Nova Scotia never attempted, viz.:—about forty miles of railway built by private enterprise without the assistance of a dollar of public money.

Sydney and every town on the Island will share in the prosperity of Louisburg. Let, therefore, the press and the people unite in demanding that Louisburg be made the Eastern terminus of our railway system.

RICHMOND.

To the Editor of the ADVOCATE:

SIR,—I noticed several communications in your two last issues, respecting the route of the proposed Eastern Extension railway from the St. Croix to Louisburg, and I have advocating routes other than the direct route. No doubt but those who do so are influenced by sectional prejudices, and, I fear, a certain invincible ignorance of the country through which the road is to pass. I have no doubt but that the gentlemen comprising the Syndicate, have common sense enough to select that route which is most advantageous for their undertaking; and whatever your correspondents, including myself, may have to say about the matter will not influence them one iota. In the meantime I regret that some people's private prejudices against Louisburg should induce them to write ridiculous and unfruitful letters to the press. Instance your correspondent of March 3rd, signed "Anti-Aredi-en," who sneers at the direct route, and the locality. "A. A." will find something more than "a few mussels, oysters, &c.," on that route. Let him compare the value of the produce of the coast fishery, from Louisburg to the Strait of Canso, including the Isle Madam, with the produce of any of his so round-about routes, and he will find that the direct route is not such a barren waste as he would like it to be, although he will have about twenty miles more of territory to build upon. He also states that Louisburg "never was and never will be a commercial city." Historian and Prophet in one breath! "Its a dirty bird that defiles its own nest," and if "A. A." is a Cape Bretoner he is a bird of that ilk; for who, belonging to Cape Breton, but should be proud of the noble harbour of Louisburg, second to none in the Dominion, and has advantages that no other port in the Dominion possesses. It also has a history from which I take the following extract:—

"In 1737, while Cape Breton belonged to the French, they caught 1,200,000 quintals of dry cod fish, and 4,500,000 herrings, the value of both of which, including 2[illegible] tons of train oil, amounted to $[illegible] equal to $1,622,250.00; there being no less than 84 ships, besides shallops, and 2,000 seamen, were employed. Nearly all this catch was exported from Louisburg."

In the face of these facts who will dare say that Louisburg was not a commercial city? The man who will say so is simply boiling over with unpatriotic spleen. But, Mr. Editor, *it has been said.* But it only goes to prove that we have amongst us those who will talk and write about matters they know very little about. As ex. Mr. Editor, I do not see the necessity of this subject being discussed in the press by parties giving fictitious names, unless (with all due respect for the truthful writers) they are ashamed of their ignorance and stupidity.

Your obt. servant,
PHILIP MURPHY.
Master Mariner.

Louisburg, March 15th, 1882.

Cow Bay.

Work at the Gowrie mines commenced this week. The men are to receive an advance on their wages.

The coast is still unfortunately blocked with ice, and snow, consequently, no arrivals to chronicle.

The sons and daughters of Temperance, of Morien Division, which is every strong in membership, will have a sleigh drive late week. I hear over 80 sleighs are spoken for the occasion.

St. Patrick's day was kept as a holiday by many, and passed off very quietly. There was a procession numbering about one hundred, headed by a fife and drum. Bunting and flags waved from the Gowrie and Block House Mines.

Mr. R. Bellont arrived home from New York on Friday last. This gentleman is always welcomed by the many in his employ. No Manager on the Island has shown more consideration for employees than he has done during the past winter, and therefore is deservedly popular.

We are requested to contradict the statement that appeared in an exchange that Mr. McNeil had committed suicide at G. Narrows.

M. D.'s.—Mr. A. Kendall, son of Rev. S. F. Kendall, passed very successful medical examination at Bellvue College, New York, last week. He received his diploma as M. D. Mr. E. J. Johnstone, of Cow Bay, also passed.

F. S. Milbury, D. D. S., is now at the McKenzie House, Sydney, where he will remain for 2 weeks, prepared to perform all Dental operations, in best manner and on reasonable terms. Parties wishing operations performed will please make engagements early and thus secure a sitting.

In future he will arrange to make regular visits.—20th 2wks.

Local and Other Items.

Spring commenced Tuesday 21st inst.

Revisors for Revisal District No. 1 will meet in the Court House 3rd of April.

The S. S. *Geo. Shattuck* will leave Halifax, next Tuesday, for St. Pierre via Louisburg.

The S. S. *Mixia*, cable ship, arrived in Louisburg on Thursday last, coaled and left the following day.

We publish on our first page the report of Mr. J. Y. Gunn, Inspector of schools for Inverness and Victoria.

PERSONAL.—Mr. Revere, Consulting Engineer of the Coxheath Copper Mines arrived last week.

C. J. McDonald, Esq., Inspector of Post Offices, is in town.

The *Plain Dealer*, of New Glasgow says: — "Seventy passengers from Pictou, Antigonish, and Cape Breton passed through there on Monday for the North West, by the Intercolonial Railway.

ST. PATRICK'S DAY.—Friday last being the festival of St. Patrick, the patron Saint of Ireland, was duly observed thro' out the Catholic Church and celebrated in the Church of the Sacred Heart, Sydney, by morning and evening service, at both of which the Rev. Mr. Quinan delivered some eloquent and touching remarks. We were pleased to notice the usual green emblems, and most happy to learn that the day passed by without one single disturbance to mar its peace and harmony.

MASONIC.—As the regular communication of St. Andrew's Lodge, No. 7, R. N. S., held in Mason Hall, on Tuesday evening, March 21st, the following officers were appointed for the ensuing year:—

W. M.—James Patterson,
S. W.—T. W. Publicover,
J. W.—James A. Burns,
Secretary.—Donald Matheson,
Treasurer.—Angus J. McDonald
S. D.—B. McKittrick,
J. D.—Thomas C. Harold,
S. S.—George B. Armstrong,
J. S.—R. MacSween,
I. G.—Nelson Muggah,
Tyler.—Kenneth McKenzie,

NEWFOUNDLAND ITEMS.—During the past two or three days large numbers of sealers from the North Shore and other neighboring places, passed through the town on their way round the Bay to St. John's, Nfld. They proceed thither to join the respective steamers in which they intend embarking for the Seal Fishery.

THE REPORTED LOSS OF A VESSEL NEAR CAPE RACE.—We learn from the *Mercury* that two overland travellers from double arrived at St. John's a few days ago. They report that it is generally believed along the southern shore that some vessel, unknown, was lost in the neighborhood of Cape Bollard, several pieces of wreckage having been observed on the ice at no great distance from the shore.

SUCCESSFULLY DISCHARGING THE BARQUENTINE "HARRIET."—Reasonable expectations are entertained that the whole cargo of this vessel will be saved. On wednesday last several packages of molasses were successfully brought to the surface, Mr. Condon and his diving apparatus are doing good work, and the diver, Mr. Glendon, is working with a heart as brave as a lion. Mr. Condon is sanguine that if the weather is at all favorable he will succeed in saving the whole valuable cargo and in floating the *Harriet* once more.—*Mercury.*

PROVINCIAL APPOINTMENTS.—To be Commissioners of Schools for the District of Richmond County, Captain Hyacinth Martell, vice Captain Simon Therriault, removed, and Angus McCuish (Miller,) of Loch Lomond, vice Dr. Chisholm, removed.

To be Commissioners of Schools for the District of Victoria County.—Thomas S McLean, of Baddeck; James C. McDonald, of McKinnon's Intervale, Grand Narrows.

That the undermentioned persons be the Sheriffs of the several Counties of the Province for the current year, viz:—

Halifax.....Joseph Bell.
Annapolis.....Augustus Robinson.
Antigonish.....Henry P. Hill.
Cape Breton.....John Ferguson.
Colchester.....Leander J. Crowe.
Cumberland.....Roderick McLean.
Digby.....Benjamin Van Buren.
Guysborough.....William F. DeBarres.
Hants.....Edward Curry.
Inverness.....Hugh McDonald.
Kings.....Stephen Belcher.
Lunenburg.....Stephen Finck.
Pictou.....William H. Harris.
Queens.....Solomon N. Freeman.
Richmond.....John F. Fuller.
Shelburne.....George W. McLean.
Victoria.....David Dunlap.
Yarmouth.....William K. Dudman.

The resignation of John D. Matheson, as a Justice of the Peace for the County of Richmond, has been accepted.

Messrs. Allan Morrison, Big Pond; Cornelius Donahoe, Sydney Mines; and Jas. W. Fitzpatrick of Cow Bay, have been appointed Justices of the Peace.

BY TELEGRAPH.

[*Special despatches to the C. B. Advocate.*]

OTTAWA, March 22.

The debate on the Budget still continues.

No attempt from the Opposition at replying to Sir Charles Tupper's speech on the coal duty and the financial condition of the country.

It is reported that amendments to the tariff will be proposed by the Opposition.

Petitions from North Sydney against amendment to the Scott Act was presented to the House yesterday by Mr. McDonald, M. P., Cape Breton.

The Saint Lawrence Steamship Navigation Company are to place a palace passenger steamer on the route between Port Mulgrave and Sydney, to run between these two places, three times per week, thro' St. Peter's Canal, calling each way at St. Peter's, Christmas Island, Grand Narrows, Baddeck and No. Sydney.

The steamer *Clyde* is to ply on the same route and make the same trips as last year.

Mr. Brian Murphy, of Port Hood, died last week from the effects of injuries received by being thrown out of his sleigh.

TRIPLETS.—Mrs. Nearlag, of the Reserve, last week presented her husband with twelve infants, one son and two daughters. One has since died, but the mother and remaining two are thriving.

DENTAL NOTICE.—Persons desiring artificial teeth made or repaired can, by applying to Mr. Jas. Burns, Sydney, have the impression taken and forwarded to W. Fletcher Burns, D. D. S., St. John's Nfld., who will make and return the teeth by mail.—2 ins.

Dr. Wilson's Anti-bilious and Preserving Pills are the most celebrated remedy for indigestion and bilious and liver complaints. For delicate persons and those who require to be costive, no safer or better regulator can be found.

Thos. Dempsey, St. Lonards, P. Q., desires to say that he was cured of a large side of three years' standing, caused by being run over by a load of timber, by using a bottle of Bow's Surgeon Oil Liniment. He says it is a wonderful medicine.

Time tests the truth. A puffed up preparation, without real merit, cannot stand long. But the longer it is before the public the stronger does the faith become in the efficacy of Wilson's Pulmonary Cherry Balsam for the cure of coughs and all lung diseases.

MARRIED.

—On the 23rd ult., by the Rev. D. Drummond Mr. Alex. McLean to Mrs. Nicl Currie, relict of the late Mr. Daniel Gerrish, both of Big Bras d'Or.

—On the 9th inst., by the Rev. D. Drummond, Mr. Edward J. Johnston, of George's River, to Miss Bridget Fyle, daughter of Mr. Alex. Fyle, Boularderie.

—At Gabarus, by Rev. D. Sutherland, Mr. Neil Burns, of Boston, to Miss Mary Matheson, youngest daughter of Mr. John Matheson, Fort's Head, cove of the Royal Navy.

—At the residence of the bridegroom's brother, on the 14th inst., by the Rev. A. McRae, Mr. Donald McLeod to Miss Catherine Nicholson, both of Little Narrows.

DIED.

—At Port Hood, on the 19th inst., in the 57th year of his age, Brian Murphy.—Requiescat in pace.

—At North Gut, St. Ann's, March 5th, of Brain Fever, Murdoch, aged 18 years, second son of Angus Cameron.

—At Little Mabou, on the 27th ult., in the 20th year of his age, Angus McDonald, son of John McDonald, Carpenter.—R. I. P.

—At Glendale, on the 5th inst., in the 78th year of his age, after a short illness, Mr. John Grant, a native of Scotland.—R. I. P.

—At Glendale, after a lingering illness, on the 6th inst., in the 23rd year of his age, Donald K. McEachen, son of Alexander and Mary McEachen, and a grand nephew of the late Rev. Father McLean.—R. I. P.

—On the Banks of Georges, on the 5th Feb., Frederick Watts, son of Alexander Watts, decoy, a native of Port Hood mines, in the 26 h year of his age, leaving a large circle of friends to mourn his sad loss.

—At River Bourgeois, Cobequid, Richmond, on Thursday, 9th March, 1882, Justina, the beloved wife of Rev. Angus McGillivray, in the 24th year of her age, deeply regretted by all; fortified by the rites of the Catholic Church, and leaving a husband and one child to mourn the loss of an affectionate wife and loving mother.—R. I. P.

New Advertisements

The Canada School Journal

I BEG TO INFORM TEACHERS who have not renewed their subscriptions to "CANADA SCHOOL JOURNAL," for the current year, and who desire to do so, as well as others desiring to take this invaluable Journal for 1882, that I have received and forward their subscriptions till near the end of the present term, on the usual conditions as heretofore.

Letters should be addressed to the Sydney Post Office.

M. J. T. MACNEIL.

River Bourgeois, March 23, 1882.

IN THE PROBATE COURT 1882.

PROVINCE OF NOVA SCOTIA;
CAPE BRETON, SS.

To Newton L. Mackay and Thomas C. Hill, of Sydney, in the County of Cape Breton, Barristers, Executors (the last will and testament, if the late Agnes Gibbons, of Sydney aforesaid, deceased. Also Jane Vieth now or lately of St. John, in the Province of New Brunswick, devisee under said will and testament, and also Octavia McQueen, of Sydney; Frank Paul Gibbons, of Chicago, Ill.; Ella E. Susan Gibbons, of Sydney; Julian Gibbons, of Washington Territory, U. S. and Bridget, Mary, Richard, Catherine, and Philip, infant children of the late Napoleon Gibbons, of Sydney, deceased, next of kin of the said Agnes Gibbons,

GREETING:

Whereas Octavia McQueen, of Sydney, in the County of Cape Breton, next of kin of the said Agnes Gibbons, hath prayed that you may appear and prove in solemn form The Last Will and Testament of the said Agnes Gibbons, bearing the fourth day of April, AD 1876, and have same recorded (testimony proved will be sufficient to substantiate the same, otherwise that said Will may be decreed null and void, and that the property descend to the next of kin of the said Agnes Gibbons. You are therefore required to appear before me at a Court of Probate to be held at the Court House, in Sydney, in the County of Cape Breton, on Wednesday, the 26th day of June, A. D., 1882, to prove the aforesaid Will and Testament in solemn form and have same recorded if the testimony proved will be sufficient to substantiate the same, otherwise that said Will may be decreed null and void, and that the property of said Agnes Gibbons descend to her next of kin.

Given under my hand and the seal of the said Court this 27th day of February, A. D. 1882.

LEWIS E. TREMAINE,
Judge of Probate.

J. A. GILLIS,
Registrar of Probate. (March 25 June 26)

New Advertisements

FARM FOR SALE.

A BEAUTIFUL SITUATED FARM

AT HEAD OF FORKS LAKE

containing 130 acres of which

Are Under Cultivation

A FINE NEW HOUSE

and roomy barn on the property.
Terms Cash. Apply to
JOHN MCBETH
Forks, March 20, 1882. Forks.

C. Breton Railway.

THE FERRY STEAMER

"NORWEIGAN"

Will for the future run between

Mulgrave, Hastings and Hawkesbury

as follows, connecting with regular express trains:—

Leaving the wharf, Mulgrave, for Hastings and Hawkesbury at 6.30, a. m., 12 noon, and 6.45, p. m.

Leave Hastings at 7, a. m., 2, p. m., and 7.30 p. m.

Leave Hawkesbury 7.30, a. m., 1 p. m., and 7, p. m

Fare.—To Hastings, (single ticket,) 20 cts. Return, do., 35 cents. To Hawkesbury, (single ticket,) 20 cents. Return tickets 35 cents. F. D. LAURIE.

October 14, 1881.—dec15. Supt.

The Purest and Best Medicine ever Made.

A combination of Hops, Buchu, Mandrake and Dandelion, the active medicinal properties of all other Bitters are here given in Concentrated Form, Liver Regulator, Blood Purifier, Liver Regulator, Blood Purifier.

No disease can possibly long exist where Hop Bitters are used, as they are perfect and perfect are their operations.

They give health and strength to the aged, infirm, nervous, sick, and those who are gaining in flesh and strength daily.

To all who are subject to intoxicating drinks of any kind whatever, as a beverage, or who require a stimulant, Hop Bitters are invaluable, without intoxicating.

No matter what your feelings or symptoms are what the cause, use Hop Bitters. Don't wait until you are sick, but if you only feel bad or nervous, or sleepless, use Hop Bitters at once. It may save your life. Many have saved hundreds of doctors bills by using a few bottles of Hop Bitters. No one suffer or die from fever, chills, dumpiness, or any other form of sickness or pain, so long as there is a bottle of Hop Bitters on earth, the "Vegetable Balm of Life" and no person or family should be without them.

A D. C. Incurable and irremediable case of Drunkenness, Opium or Tobacco Habit, cured by Hop Bitters. Ask Druggists, Hop Bitters Co. Rochester, N.Y. and Toronto, Ont.

BRICKS! BRICKS!!

Prices Reduced.

Encourage Home Manufacture.

The Mira Brick Yard

HAVING resumed operations under an EXPERIENCED MANAGER, offers for sale SUPERIOR ARTICLES.

Hard Brick,

in any quantity, at reduced prices.

Agents—
KING BROS. & CO.,
C. H. HARRINGTON.
Sydney
Aug. 10, '81. Ex A n s Her tf

TO THE PUBLIC.

THE DEBTS AND BOOKS OF A. D. CURRY & COMPANY, lately doing business at Sydney, were purchased by me at public auction, and they have been assigned to me. I therefore call upon all persons indebted to pay the respective amounts due them to my Agent, NEIL A. McDONALD, AT THE HOUSE LATELY OCCUPIED BY MR. DANIEL BATHRON, by the 10th Inst., and save further costs.

(signed) JOSEPH A. McDONALD,
Feb. 7th, 1881. E.

Halifax and Cape Breton RAILWAY.

HAVE arranged Through Rates on Freight to MONTREAL from MULGRAVE STATION, or vice versa.

Also, have greatly reduced rates on Through Freight to HALIFAX.

The Management of New Glasgow Glass Works have special rates which should greatly facilitate the introduction of these goods in Cape Breton.

Low Rates on Flour from Montreal to Canso.

Special Rates on Fish from Mulgrave to Montreal.

THE Rates are made very low with a view to secure a large portion of the Trade of Cape Breton. When taken into consideration the greater facilities of rail over water shipment, both as regards speed and safety, with the additional inducement of Low Rates, should secure the traffic of the unfortunate counties of Cape Breton.

CHEAP AND EXPEDITIOUS TRAVELLING.

HX. & C. B. RAILWAY.

TO BOSTON BY RAIL.

2n Class, limited	$ 9.90
1st " "	11.00
1st " unlimited	16.50

TO BOSTON BY STEAMERS FROM ST. JOHN, N. B.

2nd Class, limited	$ 8.15
1st " "	11.50

TO NEW YORK BY ALL RAIL.

1st Class, unlimited	$24.25

TO HALIFAX.

1st Class Single Fare	$4.75
2nd " " "	3.65
1st " Return Ticket	7.75

☞ Tickets and all information supplied by Agents at all stations.

F. D. LAURIE, SUPT.

New Glasgow, Sept. 21st, 1881. sep29

Royal Mail Line.

SYDNEY TO COW BAY.

—AND—

Intermediate Places.

Coach leaves Sydney every morning, Sunday excepted, at 10 o'clock, calling at Lingan, Little Glace Bay and Port Caledonia, Bridgeport.

Leaves Cow Bay at the same hour for Sydney. Coaches leaving and arriving at Sydney connect with steamer for North Sydney at Central Wharf.

Good Conveyance.

FARE:—

Sydney to Lorway Mines	$ .50
" " Bridgeport	.50
" " Little Glace Bay	.75
" " Cow Bay	1.00

R. CALLAGHAN.

BOARDERS.

A few Boarders can be accommodated at Mrs. Armstrong's, Prince William Henry street. Horse also goods and loading for travellers are provided.

Sydney, Oct. 7, 1881.

CARD OF THANKS.

10 per cent. Reduction

—IN—

Dry Goods.

WHILE RETURNING THANKS to my friends and the public for the liberal patronage shown to me in the past, I would call their attention to the fact, that to make room for

SPRING IMPORTATIONS

I will sell the whole stock now on hand at a great reduction for cash. Parties wishing to get bargains will please call at once as bargains they will get.

☞ *Butter, Potatoes, Oats, Socks and Homspun will be taken in exchange for goods.*

F. P. FORTUNE.

Sydney, March 9th 1882.—tf.

Farm for Sale.

THAT certain granted Farm situate at Boisdale, in the County of Cape Breton, and bounded and described as follows: On the front by waters of the Read'Or Lake, on the west by lands of James McKinnon, on the east by land of Hugh McSween, and on the rear by the original rear line of Farm lots containing one hundred acres more or less.

For further particulars apply at the offices of Beazley & Children, Sydney.

JAMES MCDONALD.

Bridgeport, Jan. 4th, 1882.

PATENT ARGOSY BRACES.

We are agents for the above celebrated Braces. We have on hand a few dozen and would invite an inspection, other parties having any other kind. We have also on hand a full stock of Gent's Furnishing Goods.

KING BROS. & CO.

Sydney, June 21 1880.

SYDNEY Door & Sash Factory.

—OF—

R. GILLIS,

MANUF'ER OF FURNITURE,

DOORS, SASHES, VENETIAN BLINDS, BALUSTRES, MOULDINGS, &c., &c., &c.

☞ *School Furniture a Specialty.*

Sydney, Jany. 19, 1882.—tf.

THE SIGN OF THE BIG BOOT.

Thomas Armstrong,

MANUFACTURER & DEALER IN

BOOTS & SHOES.

ALL GOODS are hand-made and sold at bottom prices. Custom work and repairing attended to with neatness and despatch.

Furs, Butter, Hides and other country produce taken in part payment for Boots and Shoes. sep29

WANTED.

A GOOD SHOEMAKER wanted, also a Girl to stitch on Singer No 2 Machine, also a boy to learn the trade.

THOS. ARMSTRONG

Sydney, Oct. 6, 1881. tf

Notice! Notice!

MESSRS. MORRISON & CO.,

PROPRIETORS OF THE

Marion Bridge Grist Mills,

IN THANKING the public for past patronage, would beg to inform their friends that they have purchased a patent Combined SCUTCHER, GRIPAL FAN, & WOOL BLOWER, and a Flour Bolt 18ft. long, and are now prepared to do the work with despatch. We will guarantee to produce flour equal to imported article. This machinery is the first prize in seven American and Canadian Exhibitions. MORRISON & CO.

Feb23 2m. Proprietors M. B. Mills.

HALIFAX —AND— Cape Breton Railway

1881. Winter Arrangement. 1882.

ON and after Wednesday, 2nd November, trains will run as follows:

EXPRESS TRAINS.

Leave New Glasgow daily at 2.15, p. m. connecting at Halifax morning express, reaching Strait of Canso at 6.35, p. m.

Leave the Strait of Canso at 8, a. m., and reaching New Glasgow at 12.25, p. m., connecting with trains for Halifax and St John.

MIXED TRAINS.

Leave New Glasgow on Mondays, Wednesdays and Fridays, at 1.35, a. m., arriving at Strait of Canso at 5.55, p. m.

Leave Strait of Canso at 9.00, a. m., on Tuesdays, Thursdays and Saturdays, arriving at New Glasgow at 4.20, p. m.

☞ *A Ferry Steamer Crosses the Strait in connection with the Express Trains.*

Steamers connect with Express trains at Strait of Canso for all points in Cape Breton.

Stages leave Antigonish and Strait of Canso, for Guysboro' and Sherbrooke and all intermediate points.

F. D. LAURIE,
Superintendent.

NOV 7.

Special Notices.

PIMPLES.

I WILL MAIL (Free) the recipe for a simple VEGETABLE BALM that will remove TAN, FRECKLES, PIMPLES and BLOTCHES, leaving the skin soft, clear and beautiful; also instructions for producing a luxuriant growth of hair on a bald head or smooth face. Address, including 3c. stamp, **Ben Vandell & Co.**, 12 Barclay St., N.Y.

TO CONSUMPTIVES.

THE ADVERTISER having been permanently cured of that dread disease, Consumption, by a simple remedy, is anxious to make known to his fellow-sufferers the means of cure. To all who desire it, he will send a copy of the prescription used, (free of charge,) with the directions for preparing and using the same, which they will find a sure cure for FOUGHS, COLDS, CONSUMPTION, ASTHMA, BRONCHITIS, &c.

Parties wishing the Prescription, will please address, REV. E. A. WILSON; 194 Penn St. Williamsburg, N. Y.

ERRORS OF YOUTH.

A GENTLEMAN who suffered for years from Nervous Debility, Premature Decay, and all the effects of youthful indiscretion, will for the sake of suffering humanity, send free to all who need it, the recipe and direction for making this simple remedy by which he was cured. Sufferers wishing to profit by the advertiser's experience, can do so by addressing in perfect confidence,

JOHN B. OGDEN, 42 Cedar St., N. Y. 1yr.

Commercial House.

—:o:—

1881. WINTER. 1882.

—:o:—

WE beg to call attention to our stock of Staple & Fancy Dry Goods which will be found full and complete.

GROCERIES.

A large and choice stock which is replenished by each steamer. 60 Bbls. Choice Winter Apples.

SHELF HARDWARE.

We solicit an inspection of our stock of Shelf Hardware, it is complete in all the branches.

HEAVY HARDWARE.

20 Tons Bar Iron, Sleigh-Shoe, Steel, Spring Steel Drill Steel, 75 Boxes Horse-Shoe Nails; 75 Kegs Cut Nails, Clinch Nails, 50 Boxes Window Glass, Paint, Putty, Paint Oil.

You will find it to your advantage to examine our stock before purchasing. The highest prices paid for all kinds of country produce.

KING BROS. & CO.

Sydney, C. B., Dec. 3rd, 1881.

A FULL LINE OF LADIES' SACQUES,

At Burchell, Matheson & Co's.

DRESS GOODS,

(Fashionable, Good and Cheap).

At Burchell, Matheson & Co's.

Hat & Bonnet Trimmings,

(In Plushes, Satins, &c., in all the leading colors.)

At Burchell, Matheson & Co's.

A Splendid Assortment of Dry Goods

(Of all kinds and selling at the very lowest prices.)

At Burchell, Matheson & Co's.

Nicknacks, Mustache Cups

(Patent Small Wares, &c., &c., &c.)

At Burchell, Matheson & Co's.

A FULL LINE OF HARDWARE,

At Burchell, Matheson & Co's.

Boots, Shoes & Hard & Soft Felt Hats,

(At Bottom Prices.)

At Burchell, Matheson & Co's.

Personally selected stock of Groceries.

At Burchell, Matheson & Co's.

NEW GOODS!

COME AND SEE!!

A large and well selected stock of New Goods selected by our Mr. Robertson, in the

English & Scotch Markets

OUR HATS

Are the latest styles, and our prices the lowest in the market,

Be sure and get your Hats

—AT THE—

Cape Breton Warehouse.

W. H. MOORE & CO.

North Sydney, May 18th, 1881.—Sep29.

1881 - - NEW FIRM - - 1881

—:o:—

NEW GOODS!

—:o:—

D. G. McDONALD & Co.,

SOUTH CHARLOTTE STREET,

BEG to inform their friends and the public generally, that they will open up in a few days a carefully selected stock of GENERAL MERCHANDIZE, comprising in part:

White Cottons,	Cashmeres,
Grey Cottons,	Merinoes,
Print Cottons,	Fancy Dress Goods,
Muslins,	Shirts, Flannels,
Piques,	Reels, Corsets,
Marcilles,	Umbrellas,
Shirting,	Ribbons Frillings,
Ducks,	Kid Gloves,
Ticking,	Hosiery, Flowers,
Lining Cottons,	Feathers, Hats,
Cotton Warp,	Silks, Satins,
Knitting Cotton,	&c., &c.

—ALSO—

GROCERIES, BOOTS & SHOES, HARDWARE, SOLE LEATHER, &c.

EXAMINATION OF GOODS INVITED.

Visitors and Customers treated with courtesy and attention.

PUBLIC ARCHIVES OF NOVA SCOTIA

Poetry.

(TENNYSON'S NEW POEM.)

The Charge of the Heavy Brigade Balaklava, Oct. 25, 1854.

By Cable to the Independent.

The charge of the gallant Three Hundred—
the Heavy Brigade!
Down the hill, down the hill thousands of
Russians,
Thousands of horsemen drew to the valley—
and stayed.
For Scarlett and Scarlett's Three Hundred
were riding by
When the points of the Russian lances
broke in on the sky;
And he called "Left wheel into line!" and
they wheeled and obeyed.
Then he looked at the host that had halted
—he knew not why.
And he turned half round, and he bade his
trumpter sound
"To the charge!" And he rode on ahead as
he waved his blade
To the gallant Three Hundred, whose glory
will never die.
"Forward, and up the hill!"
Up the hill, up the hill followed the Heavy
Brigade.

The trumpet, the gallop, the charge, and the
might of the fight!
Down the hill, slowly, thousands of
Russians
Drew to the valley, and halted at last on the
height
With a wing pushed out to the right and a
wing pushed left.
But scarcely half far on ahead, and he
dashed up alone
—Who is the young gray dogge of mon?
—one whirled his sabre, he held his own
Like an Englishman there and then;
And the three that were nearest him follow
—with forces—
Wedged themselves in between horse and
horse,
Fought for their lives in the narrow gap
they had made,
Four amid thousands; and up the hill, up
the hill
Galloped the gallant Three Hundred, the
Heavy Brigade.

Fell like a cannon-shot,
Burst like a thunderclift,
Crashed like a hurricane,
Broke through the mass from below
Drove through the midst of the foe,
Plunged up and down, to and fro,
Rode flashing blow upon blow,
Brave Innniskillings and Greys,
Waffling their sabres in circles of light,
And some of us, all in amaze,
Who were held for a time from the fight,
And were only standing at gaze,
When the dark-mitted Russian crowd
Folded its wings from the left and the right
And rolled them around like a cloud—
Oh! mad for the charge and the battle were
we
When our own good red coats sank from
sight,
Like drops of blood in a dark, gray sea;
And we turned to each other, all muttering
—dismayed;
"Lost are the gallant Three Hundred, the
Heavy Brigade!"

But they rode like victors and lords,
Through the forest of lances and swords;
In the heart of the Russian hordes
They rode, or they stood at bay;
Struck with the sword-hand and slew;
Down with the bridle-hand drew
The foe from the saddle, and threw
Under foot there in the fray;
Raged like a storm, or stood like a rock
In the wave of a stormy day;
Till suddenly, shook upon shock,
Staggered the mass from without;
For our men galloped up with a cheer and
a shout,
And the Russians surged and wavered, and
reeled,
Up the hill, up the hill, up the hill, out of
the field,
Over the brow and away.
Glory to each and to all, and the charge that
they made!
Glory to all the Three Hundred, the Heavy
Brigade!

*The Three Hundred of the Heavy Brigade who made this famous charge, were the Scots Greys and the second squadron of the Innisklillings, the remainder of the Heavy Brigade subsequently dashing up to their support. The three were Elliot, Scarlett's aide-camp, who had been riding by his side, and the trumpeter, and Shegog, the orderly, who had been close behind him.

Select Literature.

ANNALS OF CAPE BRETON INDIANS.

The notes which follow were not prepared for publication in the form in which we give them, but rather as memoranda, and though composition and punctuation are not quite up to the standard, the facts given are interesting and readable, and we therefore give the "memoranda" in the shape in which they were furnished us.

At the Siege of Louisburg the Cape Breton Indians who were of the Mohawk tribe, about 1,200, were commanded by a famed Warrior Chief called *Hogomaw*, who was confirmed by King Louis of France, as the Chief of all the Cape Breton Indians. His Majesty sent him a large silver medal having the name of King Louis thereon, with a crown in the centre of the medal, which still in existence and held by the present Chief. *Hogomaw* was a man nearly seven feet in height, with a powerful frame.

A noble act is related of Chief *Hogomaw* at the taking of Louisburg. The British troops on landing at a place called Landing Cove, marched on for Louisburg. A young British officer strayed away a little distance from the main body of hiamen; the Chief who was watching the movements of the marching Regiments from behind a tree, took the opportunity of seizing the young officer. With his tomahawk over his head for a moment, he looked at the young officer, holding him by the collar at arms length, and asked him in French, "is your mother alive, and have yon sisters living." The officer, who spoke French, answered that they were living—then said *Hogomaw*, "you are too young and handsome to be scalped by me, I will lead you in sight of your regiment, but do not stray away any more from your men, or you may be scalped, you may yet return to see your mother and sisters and be happy with them. And tell your officers that there are as brave and honest principles to be found in the breast of an Indian Chief, as there are to be found in the white man's breast. The French Government held out a barbarous encouragement to the Indians for the scalps of British officers and men, for the former ten pounds and for the latter ten and twelve dollars for each scalp, brought into Louisburg.

After the surrender of Louisburg, *Hogomaw* and some of his warriors went to Canada to fight against the British. Near the close of the war *Hogomaw* was made a prisoner, his name was a terror to the enemies of France, for his bold exploits and active scalpings, were recorded against him, and no mercy was to be shown him, the order given by the Commander that the prisoner was to be shot.' An officer was ordered with a file of men to see the shooting done; but to the astonishment of the officer, the man to be shot was his friend *Hogomaw*. The officer took him by the hand and told him that he would go to the Commander and beg his life. He said don't go, I have taken a great many scalps from your nation, I am ready to be shot, do your duty and give the word to shoot me, but do not cover my eyes. The officer immediately went to the Commander and related the facts, the Commander withdrew the order of shooting, but the Chief must take the oath of allegiance to his Majesty, the Commander attended in person, but *Hogomaw* would not take the oath of allegiance. All that he would pledge himself to, that he would not fight for or against the British, and the same on the French side, and that he would return to Cape Breton and end his days near some hunting ground. It must have been a Why-cock-a-Maw, for the word in English is the *Grave of the Great Hogomaw*.

The Dinneys and the Gogees were the descendants of *Hogomaw*. The Gogees always resided in Whycocka-maw on what is now called the Indian lands or Middle River. Old Gogee was called on many years ago to be the Indian Chief or King as the Indians call their Chief; after the demise of King Gogee and his son, John Gogee, who was also a Chief or King, Old John Dinney was called on, and unanimously appointed King so-called. The Dinneys place of residence was at the foot of an extensive river branching from the Bras d'Or Lake and running upwards of twenty miles into a pine wood land country, before it became settled. It was a great hunting ground. It abounded with beaver, otters, martin, minks, bear, wild cats and muskrats, and plenty of moose in the vicinity of the river. It was called River Denney, after the Denney family, in 1817. Denney was Chief or King for many years. At his death the Indians were not satisfied that either the King Denney or Gogees sons should be their King, as the Indians thought they were not competent to rule. Although they were fine honest Indians, some dispute among them brought it to a vote at their great meeting on St. Ann's day, the 26th of July, at the Indian Chapel, and one old Tomaw, a respectable farming Indian, was nominated and appointed King by a large majority. He ruled his tribe for some years and gave them every satisfaction. After his death a relative, one old Christmas, a half-breed French and a comfortable farmer, was voted in as the Indian King. He ruled for a few years but gave little satisfaction, and was thought little of among the Indians, he was a quiet good man. The Indians had a meeting at the Chapel Island, and on due consideration young Francis Tomaw, son of the old King was appointed King and his rule1 for several years, and is a very intelligent Indian about 66 years of age. He farms considerable and is respected by his neighbors. The Tomaw's and Christmasses live in a place on the borders of the Bras d'Or Lake, East Bay, called; Eskesonge; in English, it is the water of life, so some of the Indians say. In the days of the Chiefs Dinney, Gogee's and Thomaw, the Indians then were industrious working hunters, they made a good living by their guns and traps, plenty of Moose meat, salmon, trout and eels, hung up in their camps smoking. Tea, sugar, or molasses was never used by them, the Indians raised considerably corn—which they pounded on flags and used in porridge; they planted potatoes and generally raised sufficient for their winter. The women during winter would employ themselves in quill work and other quill ornaments; the Indians would name a certain place to meet in the Spring with their canoes loaded with their winter's catch of fur, maple-sugar,—some families would make five or six hundred pounds of sugar during the Spring. Sometimes twenty canoes would start together for St. Peters and sell to the late Mr. Kavanagh, they would not part with the fur except the sugar and quill boxes were also taken. The Indians drank no ardent spirits in those days, and lived to a good old age—from seventy to a hundred years; consumption was a disease unknown among them, they were very hoppe and seldom broke their word, and very clean in their habits, they were men that could stand every hardship, very tall and stout men with thick black hair, they were very active men and great walkers. The Dinneys, Gogees, Temaws, Noels, Basks, Ambrosies, Thagomaws, Ernes Gilomes, Antwains, Benards, Bonways and the Sucots were men upwards of six feet high and very stout, and many others of the same size; Noel Dinney, son of the Chief in 1872, left the Boom, at River Dennis, at 6 o'clock in the morning, called at St. Peter's, went to Arichat, as far as the late Mr. Hubert's returned by the same route to the Boom at 6 o'clock on the same day, in the evening, he skated 80 miles and walked 32 miles that day. It was on the 15th of March Paul in Shagomaw left Mr. Kavanagh's, St. Peter's, at 5 o'clock in the morning, went to Sydney, delivered a letter to the late Peter Hall Clarke and returned to St. Peter's with an answer at seven o'clock in the evening, the distance travelled that day was 110 miles; he skated nearly all the distance, it was in March; the same Indian carried the mails from St. Peter's to Sydney for some time in 1820, he often walked the 55 miles on snow-shoes in one day, and returned the next day. When the Indians would meet him at the Indian Chapel to celebrate their Saint's Day, they would have their war dance; a large circle was made, and the sod taken away, and the ground made hard with fine sand and well tramped, a stout Indian, with a sheet of tin or copper plate about three feet square, would be placed in the centre, the Indians would step in the ring, one after another, to a certain number, then the squaws after the men; then the war song would be struck up by the centre Indian, with some raps on the plate, the dance would commence, followed by the squaws, the men singing the war song very loud, giving their arms and legs plenty of exercise, the squaws following with a gentle step, and singing low, every now and then the centre Indian would strike his plate a sound blow, at certain parts of the war song, then the Indians would give a loud yell, sometimes there would be a dozen of these rings on the Island, making no little noise, they would keep up this dance for hours, they would close the dance by showing the scalping ceremony. No white man was allowed inside the ring, then they would all start for the feast which consisted of flour or meal pork, moulton, strawberries, hogsland, molasses, and a fat dog would be slaughtered for the feast, cooked in large kettles, well stirred up, and served to the men and old women in trencher's and wooden spoons after the meal they would all sing hymns for an hour, all the young men would exercise themselves by jumping and wrestling. Noel Dinney and John Noel would take a 12 foot pole in their hands and leap over a pole held up 11 feet high, taking the pole with them, doing the same thing returning, many of them would perform the same, jumping and running races was also a part of their amusements, this is fifty years ago.

(To be continued.)

General News.

Steel pens are the guardians of civilization the world over. Enterprising ones are found in the coldest mansion and humblest log cabin.

HOW TO MAKE MONEY.—Twenty-five cts. worth of Sheridan's Cowdine distributed properly cut sparingly to a couple of twenty five hens, will increase the product of the egg 25 per cent in value in thirty days.

WORTH KNOWING.—One bottle of Johnson's Anodyne Liniment will effectually cure bronchitis, inflammation sore throat sore lungs, bleeding at the lungs, chronic hoarseness, hacking coughs whooping cough and lame stomach.

Those intolerably painful and constantly harassing things called piles, which trouble so many people, are now healed by Dr. Thomas' Eclectric Oil—the great external remedy for physical suffering and means of relieving pains. A very small quantity achieves results of the most astonishing kind.

NOTHING ON EARTH SO GOOD.—Certainly a strong opinion, said one of our reporters to whom the following was detailed by Mr Henry Kneeling, with Mr. George E. Miller, 437 Main street, Worcester, Mass. "I suffered so badly with rheumatism in my leg, last winter, that I was unable to attend to my work, being completely helpless. I heard of St. Jacobs Oil and bought a bottle, after using which I felt greatly relieved. With the use of the second bottle I was completely cured. In my estimation there is nothing on earth so good for rheumatism.

Mothers! Mothers!! Mothers!!!

Are you disturbed at night and broken of your rest by a sick child suffering and crying with the excruciating pain of cutting teeth? If so, go at once and get a bottle of MRS. WINSLOW SOOTHING SYRUP. It will relieve the poor little sufferer immediately—depend upon it; there is no mistake about it. There is not a mother on earth who has ever used it, who will not tell you at once that it will regulate the bowels, and give rest to the mother, and relief and health to the child, operating like magic. It is perfectly safe to use in all cases, and pleasant to the taste, and is the prescription of one of the oldest and best female physicians and nurses in the United States. Sold everywhere. 25 cents a bottle.

COQUETTING WITH CONSUMPTION.—Some people troubled with coughs, seem absolutely to coquet with consumption—now encouraging it by a total neglect of medicine, and again attempting to achieve it off by a dilettante dab remedies. How much wiser to eradicate it at the outset by using Northrop & Lyman's Emulsion of Cod Liver Oil and Hypophosphites of Lime and Soda. Scrupulous in the use of this remedy cannot be too strongly urged upon those constitutionally inclined, in a climate so severe during the winter as our own. The public generally, as well as the medical fraternity, is acquainted with the value as a remedy for lung and throat troubles, of the purified oil of the Cod's liver. United with it in this standard Emulsion are the finest tonics in existence, namely, lime and soda hypophosphites, of which the chief component, phosphorus, is an important nutriment of the blood and a invigorant of the system. Nothing yields up a broken-down system so readily as to resist the inroads of pulmonary disease like this leading preparation. Coughs, colds, asthma, bronchitis, soreness and weakness of the chest, are among the bodily troubles which it quickly comes, and in scrofulous affections it has been used with great success as a remedy. Sold by all druggists at 50 cents and $1 per bottle. Prepared only by Northrop & Lyman, Toronto, Canada.

WORKINGMEN.—Before you begin your heavy spring work after a winter of relaxation, your system needs cleansing and strengthening to prevent attacks of Ague, Bilious or Spring Fever or some other spring sickness that will unfit you for the season's work. You will save time, much sickness and great expense if you will use one bottle of Hop Bitters in your family this month. Don't wait.

Consumption Cured.

(From ANDREW ARCHER, Fairfield Me.)

"Seeing numerous certificates in the *Maine Farmer*, endorsing the Great lung Remedy, Wistar's Balsam of Wild Cherry, I take great pleasure in giving publicity to the great cure it accomplished in my family in the year 1856. During the summer of that year my son Henry A. Archer, now postmaster of this place was attacked with spitting of blood, cough, weakness of lungs, and general debility, so much so that our family physician declared him to have a scated consumption. He was under medical treatment for a number of months, but received no benefit. At length from the solicitation of himself and others, I was induced to purchase one bottle of Wistar's Balsam of Wild Cherry, which benefitted him so much I obtained another, which in a short time restored him to his usual state of health. I can safely recommend this remedy to others in like condition, for it is, I think all it purports to be—the great lung remedy for the times." The above statement, gentlemen, is my voluntary offering to you in favor of your Balsam and it is at your disposal.

50 cents and $1 a bottle. Sold by dealers generally.

ST. JACOBS OIL

TRADE MARK

THE GREAT GERMAN REMEDY

FOR

RHEUMATISM,

Neuralgia, Sciatica, Lumbago, Backache, Soreness of the Chest, Gout, Quinzy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily Pains,

Tooth, Ear and Headache, Frosted Feet and Ears, and all other Pains and Aches.

No Preparation on earth equals St. Jacobs Oil as a safe, sure, simple and cheap External Remedy. A trial entails but the comparatively trifling outlay of 50 cents, and everyone suffering with pain can have cheap and positive proof of its claims.

Directions in Eleven Languages.

SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE.

A. VOGELER & CO.,

Baltimore, Md., U. S. A.

Sydney Weekly Market Report.

SYDNEY, Mar. 23 1882.

MEAT.		
Beef, ℔ lb. by the quarter	0 03	0 05
Ham, ℔ lb.	0 12	0 14
Mutton, ℔ lb.	0 05	0 06
Pork, salt, ℔ lb.	0 05	0 06
Veal, ℔ lb.	0 05	0 10
POULTRY.		
Chickens, ℔ pair	0 30	0 40
Ducks, ℔ pair	0 50	0 60
Fowls, ℔ pair	0 50	0 60
Geese, each	0 50	0 60
Turkeys, ℔ lb.	0 10	0 14
BREADSTUFFS.		
Flour, ℔ lb.	7 50	7 75
Oatmeal, ℔ bbl	5 00	6 25
Cornmeal, ℔ bbl	4 25	4 50
FISH.		
Codfish, ℔ cwt	2 50	3 00
Herring, ℔ bbl, No. 1	5 50	4 00
Mackerel, ℔ doz	0 50	0 60
BOARDS.		
Hemlock, ℔ 100 feet	0 00	20 00
Pine, do	1 25	2 00
Spruce, do	1 00	1 50
Shingles, ℔ M. sawed	2 50	2 60
MISCELLANEOUS.		
Butter, ℔ lb. the tub	0 19	0 20
Eggs, ℔ doz	0 12	0 15
Hay, per 100 lbs	0 60	0 70
Hides, per lb.	0 5	0 09
Oats, ℔ bushel	0 40	0 45
Potatoes, per bushel	0 40	0 47
Homespun, yarn a wear, per yd	0 40	0 50
Socks, per doz	2 00	2 50

LINIMENT

"I never fail to restore the natural functions of the skin and to equalize the circulation of the blood."

OJIBAWAY. LINIMENT.

The world renowned Liniment for all kinds of swellings, sprains, bruises, stiff and enlarged joints.

It works like magic against the most aggravated case of Chronic Rheumatism.

I don't despair, with perseverance and patience, a cure is certain even in the most hopeless case, where other remedies are hopeless. Rheumatism, whether Chronic or Acute, must give way before nature's remedy.

No dangerous poisons to drink; no noxious ventsmer from its use. Patients to be rubbed on the skin as frequently with the hand.

Full directions on each bottle. Price, 25 and 75 cents per bottle. Wholesale agents, Brown & Webb, Halifax. Retail at all druggists and patent medicine vendors.

Those who sell it in Sydney:

W. H. Moseley; King Brothers, T. F. Fortune; Dr. Sinclair; J. D. Curry & Co.; Birchill, Mathieson & Co.; McIsaacs & McAdam. Lingan: R. McDonald. Bridgeport: R. J. McDonald. Glace Bay: J. J. McDonald. Cow Bay: Thomas P. Jones. Sydney Mines: P. Donahoe. Lorraine: John McMullin. North Sydney: Copeland & Co.

Throw physic to the wind and use only "OJIBAWAY."

nov 14.

OJIBAWAY

OJIBAWAY

BRICKS! BRICKS!!

Prices Reduced.

Encourage Home Manufacture.

The Mira Brick Yard

HAVING resumed operations under an EXPERIENCED MANAGER, offers for sale a SUPERIOR ARTICLE of

Hard Brick,

in any quantity, at reduced prices.

Apply to

KING BROS. & Co.,
C. H. HARRINGTON,
Ex s n s Her

Sydney

Aug. 16, 81.

Intercolonial Railway

1881 Winter Arrangements 1882

ON and after Monday, 21st November, the trains will run daily, Sunday excepted, as follows:

WILL LEAVE NEW GLASGOW.

Accommodation for Truro and Halifax, connecting at Truro with Express for St. John ..... 8.00 a. m.
Express for Pictou ..... 9.10 a. m.
Express for Mahone Bay ..... 12.52 p. m.
Express for Truro and Halifax, connecting at Truro with Express for St. John and Quebec ..... 3.20 p. m.
Express for Hopewell ..... 5.35 p. m.
Accommodation for Pictou ..... 5.32 p. m.

D. POTTINGER,
CHIEF SUPERINTENDENT.

Railway Office, Moncton, N. B., 1 5th November, 1881.

NEW RICH BLOOD!

Person's Compound Pills make rich blood, and will completely change the blood in the entire system in three months. Any person who will take 1 pill each night from 1 to 12 weeks may be restored to sound health, if such a thing be possible. Sent by mail or express, on receipt of $1 in stamps. E. S. Johnson & Co., 22 Custom House St., Boston, Mass.

MAKE HENS LAY!

An English Veterinary Surgeon and Chemist now travelling in this country, says that one of the Horse and Cattle Powders sold here are worth three times the price. He says that Sheridan's Condition Powders are absolutely pure and of immense value. Nothing else in the world will make hens lay like Sheridan's Condition Powders. Dose, a teaspoonful to one pint food.

JOHNSON'S ANODYNE LINIMENT.

FOR INTERNAL AND EXTERNAL USE.

CURES—Neuralgia, Diphtheria, Croup, Asthma, Bronchitis, Influenza, Sore Lungs, Bleeding at the lungs, Chronic Hoarseness, Incipient Consumption, Whooping Cough, Chronic Rheumatism, Chronic Dysentery, Cholera Morbus, Kidney Troubles, Disease of the Spine and Lame Back. Sold everywhere.

HARNESS,
BUFFALO ROBES,
BELLS

F. FALCONER

HAS NOW ON HAND a large assortment of Harness, comprising Nickel, Brass, Japanned and Tinned mountings. Prices from $50 to $75.00 per set.

Buffalo Robes	$9.00 to $13.00
Railway Rugs	$3.00 to $5.00
Horse Rugs	$1.50 to $5.00
Bells, in great variety	$.50 to $4.00
Whips, good and cheap	$.10 to $2.00

Together with a large stock of goods usually kept by the trade.

A large stock of Harness Mountings just received. The trade supplied on reasonable terms.

292 GREEN HIDES WANTED FOR CASH OR TRADE.

Sydney, Dec. 21st, 1881.—3mtf.

TOBACCO

PIPES

MAIN DRESSING SALOON

—AT—

SYDNEY TOBACCO STORE

Royal Mail Line.

SYDNEY TO COW BAY.

—AND—

Intermediate Places.

Coach leaves Sydney every morning, Sundays excepted, at 6 o'clock, calling at Leitchway, Little Glace Bay and Port Caledonia.

Leaves Cow Bay at the same hour for Sydney. Coaches leaving and arriving at Sydney connect with steamer for North Sydney at the Cove Wharf.

Good Conveyance.

FARE:—

Sydney to Lorway Mines	$ .50
" " Bridgeport	.50
" " Little Glace Bay	.75
" " Cow Bay	.75

R. CALLAGHAN.

Halifax and Cape Breton RAILWAY.

HAVE arranged Through Rates on Freight to MONTREAL from MULGRAVE STATION, Cape Breton.

Also, have greatly reduced rates on Freight to HALIFAX.

The Manufactures of the Glasgow Glass Works, are special rates which should result in a large introduction of these goods in Cape Breton.

Low Rates on Flour from Montreal to Canso.

Special Rates on Fish from Mulgrave to Montreal.

These Rates are made very low with a view to secure a large portion of the Trade of Cape Breton. When this great consideration the greater facilities of rail over water allowed, both as regards speed and safety, with the additional inducement of low freight, should secure the traffic of the mercantile counties of Cape Breton.

CHEAP AND EXPEDITIOUS TRAVELLING.

HX. & C. B. RAILWAY.

TO BOSTON BY RAIL.

2d Class, limited		$ 9.90
1st "	"	14.00
1st "	unlimited	16.50

TO BOSTON BY STEAMERS FROM ST. JOHN, N. B.

2nd Class, limited	$ 8.15
1st " "	11.50

TO NEW YORK BY ALL RAIL.

1st Class, unlimited	$24.25

TO HALIFAX.

2nd "	$4.25
1st " Return Ticket	8.65

Tickets and all information supplied by Agents at all stations.

F. D. LAURIE, SUPT.

New Glasgow, Sept. 21st, 1881. sep9

TO THE PUBLIC.

THE DEBTS AND BOOKS OF A. D. CURRY & COMPANY, lately doing business at Sydney, were purchased by me at public auction, and they have been assigned to me. I therefore call upon all persons indebted to pay the respective sums to me forthwith to my AGENT, NEIL A. McDONALD, at THE HOUSE LATELY OCCUPIED BY MR. DANIEL MATHESON, by the 20th INST., and save trouble and expense.

JOSEPH A. McDONALD.

Nov. 7th, 1881. tf

NEW FALL AND WINTER GOODS.

VOOGHT BROS.

Have opened and ready for inspection, for

LADIES', MISSES' & CHILDREN'S

WINTER WEAR,

Jackets, Ulsters, Mantles, for lines, Shawls, Dress Goods, Winceys, Wool Sacques and Cloods, Flannels, Blankets, Beavers, Nap Cloths, Diagonals, Felt, Cloth and Knitted Shirts, Hosiery, Gloves, Silks and Satins, Plushes, Velvets and Velveteens, Ribbons, Flowers, Feathers, Hats, Bonnets, Ornaments, Scotch Yarns, Peacock Yarns Berlin Wools, Gimps, Fringes, Corsets,

and an endless variety of small wares.

Patterns, Post Free, On Application

IN GENT'S WEAR.

We have a splendid stock of

Yorkshire, Scotch, West of England & Canadian TWEEDS & OVER-COATINGS.

With Best Quality of Trimmings,

ALSO.—MEN'S AND BOYS' READY-MADE CLOTHING

Of Every Description.

THE BOOT & SHOE DEPARTMENT

Has just been replenished with full lines of the best Dominion manufacture, and our increasing sales in this Department show that both quality and prices are fully appreciated.

130 CHESTS OF TEA,

Of Excellent Quality.

Superior Extra Flour, Oatmeal, Cornmeal

WM. PARKS' NEW BRUNSWICK WARP, (best in the market.)

CHOICE FAMILY GROCERIES.

House Furnishing Goods,

Of Every Description.

The above goods have been purchased in the best markets and will be sold at prices most advantageous to purchasers.

Oct. 27th, 1881. B. & A. W.

(nov3'81)

New Goods! New Goods!

The subscriber, while returning thanks to his many friends and the public generally for patronage shown him through the past season, would respectfully call their attention to his

New Stock of Dry Goods,

—CONSISTING OF—

Cashmeres, Merolnos, Coburgs, Lustres, Spanish Cloth, Melanges, Muslins, Galateas, and Dress Materials, in all the latest and most fashionable shades.

ALSO—Millinery, Hosiery, Table Linen, Cotton Warp, and Carpets to arrive.

ALSO—A splendid assortment of Gents' Felt and Straw Hats, Cloth and Silk Caps.

ALSO—A very large and well selected lot of Ready-made Clothing, Overals, etc., etc., etc.

ALSO—One of the largest and best stock of Boots & Shoes in the market, consisting of Ladies' Kid, Serge, Foxed, Pebble, Grain, & Buff Bals, Ladies' Button Shoes, Misses' ditto., Men's Elastic Side, Pebbled Grain Boots, Brogans, and the much worn B. Calf Summer Shoe.

ALSO—Crockeryware, consisting of Toilet Setts, Tea Setts, Glass Setts, Lamps, Preserve Jars, Flower Pots, Tea Pots, Milk Pans Cups and Saucers, etc., etc.

ALSO—Shelf Hardware, Desert Knives, Pocket Knives, Spoons, Locks, Hinges, and Screws, etc.

ALSO—Groceries, consisting of Sugars, Yellow, White, Extra Q. Granulated, Cut Loaf, etc. Barley, Rice, Currants, Raisins, Coffee, Tins Corn'd Beef, and Tea of excellent quality, in small boxes from 3 to 10 lbs each to suit purchasers.

All the above Goods and many others too numerous to mention will sold at a small advance on cost.

BOTTOM PRICES GUARANTEED.

(my26) W. H. MORLEY.

Xmas & New Year.

LARGE VARIETY OF

XMAS & NEW YEAR CARDS

—AT THE—

SYDNEY BOOK STORE.

TOYS, DOLLS, GAMES, BUILDING BLOCKS, LITTLE BO-PEEP. At the Sydney Book Store.

WRITING DESKS, WORK BOXES, AND LADIES' COMPANIONS. At the Sydney Book Store.

PHOTOGRAPH, AUTOGRAPH, AND SCRAP ALBUMS. At the Sydney Book Store.

VELVET FRAMES, MOTTOES, AND WALL POCKETS. At the Sydney Book Store.

BOOKS! BOOKS!! POEMS! POEMS! At the Sydney Book Store.

BIBLES, PRAYERS, CHURCH SERVICE, KEY OF HEAVEN, in great variety of bindings. At the Sydney Book Store.

XMAS ANNUALS, TOY BOOKS, &c., &c. At the Sydney Book Store.

Subscribe for the leading Magazines and Papers. All are invited. No trouble to show goods.

JOHN A. McKENZIE.

Dec. 15, 81.—3mtf.

D. McLENNAN,

Wishes to announce to his numerous friends and the public, that he has removed to the commodious premises on South Charlotte Street, opposite the McKenzie House,

Where, with increased facilities for doing business, he hopes to see all his old friends and as many new ones as will honor him with a visit. He begs to assure the public that as in the past he will in the future endeavor at all times and under any circumstances to give his customes the best value, to be found in the European, American or Canadian Markets.

Has always on hand a full suppl of Gentleman's Furnishing Goods.

Sydney, C. B., Nov. 25th, 1879.

PUBLIC ARCHIVES OF NOVA SCOTIA