







Continued from last page.

to the farmers of Ontario, and I maintain that the farmers of Ontario are of such a quality that if this question were fairly presented to them, and they did find that the people of the Maritime Provinces have to import their bread far more for it, they would believe and act on that belief, that the true national spirit requires them to confirm no such taxation: that the spirit which divides Provinces instead of uniting them, which creates the feeling in the Maritime Provinces that the farmers of Ontario are raising the price of wheat and flour to them, and putting the money for it into his pocket, is not the spirit out of which you can make a nation; that the cause of discord and dissatisfaction should be removed, and that you should be left to the operation of principles of trade and commerce, so that the people of these Provinces might be enabled to buy their food where they can get it cheapest. But for the paltry excuse of saying that this is putting more money into our pockets, we are raising that spirit which must be fast if it goes to the national feeling and sympathy.

THE QUESTION OF COMPENSATION. But it is said, "Oh, no, that is not so, because you give them a compensation." If you charge them more for your flour you may not for your coal? Now, look at the difficulty you are at once launched into when you take such a position as that. Now Brunswick and Prince Edward Island are not coal-producing Provinces at all. This argument of coal compensation, if it applies to any, applies to Nova Scotia only, and leaves the others utterly uncompensated. And what is the case with Nova Scotia? And what is not coal coming up there was before the duty was imposed. You are, like sensible men, saying coal where you can get it cheapest, and notwithstanding the duty, you can get it cheapest in the States, and so you are paying a large tax on your coal without encouraging the Nova Scotia coal. But they say, "That is no harm, a revenue has to be obtained, and it may as well be raised on coal as on anything else."

Raised by a duty on one of the first necessities of life. Raised by a tax on that which lights your hearth fire. Raised by a tax on that which feeds your engines and your locomotives, and the motive power which keeps all your industries in motion! Raised by a tax on the people of this Province of Ontario, whose reckless destruction of our forests threatens to make us dependent on coal altogether! Raised, I say, upon that which is of vital consequence to you, and must be still more vital consequence in time to come. But supposing the tax on coal had the effect of sending it into Ontario, who would that trade benefit? Why, a few mine-owners, who reside principally in England, and other foreign parts, would get a higher price for their coal out of your pockets. I don't know how far that would permanently improve their position. It would depend very largely upon the questions how many mines are capable of being opened, how many would go into the hands, and how soon the price would come down to a normal condition? But supposing the profits did continue good, I say a few mine-owners who would obtain these profits and the few hands who would be taken from other labor and employed in this are the sole persons interested in this question, while the prosperity of the Province of Nova Scotia, or the masses of its people would not be improved by this coal trade. The practical effect of the coal tax is that the people of Ontario are contributing a tax on one of the prime necessities of life and one of the most important raw materials.

AN ADDITIONAL TAX. The tax has done no good, and the fact is recognized, because we sold that we are going to have the blessing of an additional five cents a ton on coal. (Loud applause and laughter.) We believe it is one effect of the tariff, and it will be the carrying out of a promise made to the people of Cape Breton, that if the Government could not be elected the duty would be added. This is done that you may be compelled to use Nova Scotia coal instead of bringing it from the United States. Some of our people blame the National Policy for the cheapness of coal which has marked this season (laughter) but we all know that this is an absurd claim. The cause of it simply is that keen competition among the mine-owners which has brought the price in the United States lower than it has ever been known before, and we in Canada have resented the benefit of this. The fact is that the tariff the cost of coal would have been about sixty cents a ton lower, five cents being the duty per ton and the cost of enforcing the tariff making up about the difference. (Cheers.)

Don't. Exaggerate. Point at another. Betray a confidence. Wantonly frighten others. Leave home with unkind words. Neglect to call upon your friends. Give a promise that you do not fulfill. Send a present hoping for one in return. Speak much of your own performance. Fail to be punctual at the time appointed. Make yourself the hero of your own story. Pick the teeth or clean the nails in company. Fail to give a polite answer to a civil question. Question a servant or child about family matters or concerns. Present a gift saying it is of no use to yourself. Read letters which you may find addressed to others. Fail, if a gentleman, of being civil and polite to ladies. Call attention to the features and form of any present.

Associate with bad company. Have good company or none. Refer to a gift you have made, or favor you have rendered. Look over the shoulder of another who is reading or writing. Appear to notice a scar, deformity or defect of any person. Finish your child for a fault to which you are addicted yourself. Answer questions in general company that have been put to others. When travelling abroad, be over boastful in praise of your own country. Lend an article you have borrowed unless you have permission to do so. Attempt to draw the attention of the company constantly upon yourself. Exhibit anger, impatience or excitement when an accident happens. Have two or three persons who are talking together, without an apology. Enter the room noisily; don't fail to shut the door after you; don't slam it. Fail to offer the easiest and best seat

in the room to an invalid an elderly person or a lady. Neglect to perform the commission which the friend entrusted to you. You must not forget. Send your guest, who is accustomed to a warm room, off into a cold, damp spare bed, to sleep. Enter a room filled with people without a slight bow to the general company when first entering. Fail to answer an invitation, either personally or by letter, within a week after the invitation is received. Accept of favors and hospitalities without rendering an exchange of civilities when opportunity offers. Fail to tell the truth. If truthful you get your reward. You will get your punishment if you deceive.

Host by His Own Petard. Professor Thomas, recently connected with Butler, University, was noted chiefly for his exactness in the use of the vernacular. One night he was awakened at an unseasonable hour by the discordant sounds of midnight revelry from the direction of a student's bedroom. Dressing himself hastily, he hurried down the hall, and, after a few knocks on the bolted door to enforce silence, he called out:—"Hi, you fellows in there! Can't you make less noise?" "Who's out there?" was the response. "It's me!" "Who are you?" "Professor Thomas." "You're a liar. You can't fool us. Thomas would have said 'is' in I. Come on boys; just once more." And the strains of "London, fill the flowing bowl" resounded through the house till daylight. The affair was never alluded to by the professor.

Chicago and Northwestern Railroad.

There is possibly no link in the great railway chain, stretching across the American Continent, from the Atlantic coast to the Pacific slope, that forms so material a part of that great continental railroad and is of such importance as the Chicago and Northwestern Railroad, running from the metropolis of Chicago, to the Missouri River at Omaha. In its construction from Chicago westward it was the first to connect with the Union Pacific, virtually making that road practicable, and well deserves the title it won of the "Old Pioneer." It had been worked as it forced its way over the then unsettled but fertile prairies of the States of Illinois and Iowa, but being the shorter and actually having less gradients or curves than its rivals to Council Bluffs, its records show achievements in speed, safety, regularity and reliability unsurpassed, if equalled, by any competing line.

Its improvements in the last two or three years have been simply remarkable, and it changes the most wonderful ever wrought in the East or West, in its roadway, rails and general equipment. It is now strictly first class, the model railroad, gear ballasted, with steel rails, stone culverts, iron bridges, well oak ties, superior engines, airy and elegant coaches, supplied with Miller couplings and Westinghouse steam brakes and attachments. In the shape of what have been called "marvels of modernity," the Pullman passenger cars, in which the traveller eats and sleeps in the most luxurious apartments, will all the comforts and conveniences of a well stocked hotel. The marvellous tracks and the scientific outfit of this road are triumphs of art in the railway world. But in addition to its excellence of construction, it enjoys the signal advantages of natural location and a management that, from the highest officials to the most subordinate employes, most sedulously cares for the convenience and satisfaction of passengers. During the past season it has run without a terminal detention, and such is the increase of its freight and travel that a double track is necessitated. The development of the road is marvellous—iron rails in 1865, steel rails in 1875, and steel rails and a double track in 1879.

From Chicago, westward, you can trace its California line, until you touch the Missouri river at Council Bluffs, opposite Omaha, a single run of nearly 500 miles. Northwestward, through Mead, the capital of Wisconsin, and through the pine woods of that State into Minnesota, 400 miles more. Again, looking from Chicago, you can trace a line through Sparta, Wisconsin, La Crosse in the same State, Wisconsin, Owatonna and New Ulm, in Minnesota, and northward far into Dakota 225 miles more of road. Again, coming to Chicago, we see two lines running northward—one along the lake shore to Milwaukee and thence to Fond du Lac, and the other running more inland through Janesville, Watertown, etc., also to Fond du Lac, thence north through Oshkosh, DePue, Green Bay and Escanaba to Nequame, Ishpeming and Marquette—another 440 miles of road. Then we have a line from Chicago to Elgin, Rockford and Freeport; another from Clinton, Ia., to Anamosa, in the same State; another from Kanha, on Lake Michigan, to Rockford, in Northern Illinois. Passengers to or from California, Colorado, Utah, Nebraska, the Black Hills, Minnesota, Manitoba, the East West, North or South, should see that they are furnished tickets by this great line. No other road has Pullman or any other form of hotel car.

Considering the vast area of territory traversed by this road, the number of trains daily running, the freight and passenger business it transacts, its main lines and ramifications, its equipment, its celebrated hotel cars, and in short, the character of its entire outfit, the Chicago and Northwestern Railroad eminently deserves the title of one of our grandest trunk lines.—Daily Graphic, New York, May 21st, 1879.

ABOUT NAILS—Many persons are puzzled to understand what the terms "four-penny," "six-penny," and "ten-penny" mean as applied to nails. "Four-penny" means four pounds to the thousand nails, or "six-penny" means six pounds to the thousand, and so on. It is an old English term, and means at first "ten pound" nails (the thousand being understood), but the old English clipped it to "ten-penny," and from that it degenerated until "penny" was substituted for "pounds." When a thousand nails weigh less than one pound they are called tacks, brads, etc., and are reckoned by ounces. "Penny" nails are made in various sizes, and are used for all kinds of work. They are made of iron, and are of various lengths. They are used for all kinds of work, and are of various lengths. They are made of iron, and are of various lengths. They are used for all kinds of work, and are of various lengths.

PHOTOGRAPH ALBUMS, PHOTOGRAPH FRAMES, PHOTOGRAPH PAPERS, PHOTOGRAPH MOUNTS, PHOTOGRAPH ENGRAVINGS, PHOTOGRAPH LITHOGRAPHS, PHOTOGRAPH STAMPS, PHOTOGRAPH BOOKS, PHOTOGRAPH ALBUMS, PHOTOGRAPH FRAMES, PHOTOGRAPH PAPERS, PHOTOGRAPH MOUNTS, PHOTOGRAPH ENGRAVINGS, PHOTOGRAPH LITHOGRAPHS, PHOTOGRAPH STAMPS, PHOTOGRAPH BOOKS.

Medical. JOHNSON'S ANODYNE. For Internal and External Use. Cures—Neuralgia, Epilepsy, Convulsions, Headache, Rheumatism, Toothache, Neuralgia, Epilepsy, Convulsions, Headache, Rheumatism, Toothache, Neuralgia, Epilepsy, Convulsions, Headache, Rheumatism, Toothache.

H. V. Williston, M. D. PHYSICIAN AND SURGEON. BATHURST, N. B. Dr. J. C. Ayer & Co., Lowell, Mass. Sole and Wholesale Dealers in the Province.

DR. CHANNING'S Sarsaparilla FOR THE BLOOD. CURES A HEAVY CONCENTRATED EXTRACT OF SYPHILIS, SCROFULA, SARDAPARILLA AND THE DOUBLE IODIDES. ALL SKIN-DISEASES, TUMORS, ENLARGEMENT OF THE LIVER AND SPLEEN, RHEUMATIC AFFECTIONS, DISEASES OF THE KIDNEYS, BLADDER AND URINARY ORGANS, LEUCORRHEA, CATARRH, AND ALL DISEASES RESULTING FROM A DEPRAVED AND IMPURE CONDITION OF THE BLOOD.

Chatham Livery Stables. Regular Coaches to trains leaving and arriving at CHATHAM RAILWAY STATION. Office and Stables - - - Water Street, Chatham.

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Vick's Floral Guide. A beautiful work of 100 Pages, One Color Flower Plate, and 300 Illustrations. It contains all the names of the flowers, and how to grow them. All for a few cents.

At the Miramichi Bookstore. Herring! Godfish! Pollock! 1000 BOXES Sea-bird Herring, 500 Choice Salted Codfish, 200 Choice Salted Salmon, 200 Choice Salted Mackerel, 200 Choice Salted Haddock, 200 Choice Salted Trout, 200 Choice Salted Pike, 200 Choice Salted Whitefish, 200 Choice Salted Tomcod, 200 Choice Salted Smelt, 200 Choice Salted Capelin, 200 Choice Salted Sprat, 200 Choice Salted Anchovy, 200 Choice Salted Sardine, 200 Choice Salted Pilchard, 200 Choice Salted Gilt-head, 200 Choice Salted Sea-bream, 200 Choice Salted Sea-roach, 200 Choice Salted Sea-perch, 200 Choice Salted Sea-trout, 200 Choice Salted Sea-egg, 200 Choice Salted Sea-mullet, 200 Choice Salted Sea-bass, 200 Choice Salted Sea-carp, 200 Choice Salted Sea-tenny, 200 Choice Salted Sea-pony, 200 Choice Salted Sea-horse, 200 Choice Salted Sea-dragon, 200 Choice Salted Sea-monster, 200 Choice Salted Sea-giant, 200 Choice Salted Sea-king, 200 Choice Salted Sea-queen, 200 Choice Salted Sea-king, 200 Choice Salted Sea-queen.

SAINT MARY'S CONVENT AND ACADEMY, NEWCASTLE, N. B. Under the direction of the Ladies of the Congregation of Notre-Dame. This institution, situated at a short distance from the International Railway Station, offers to parents great facilities for procuring for their children a solid, refined, and useful education. The course of instruction is adapted to the age and capacity of the pupils, and is given in French and English. Superior advantages for French are qualified. Particular attention is given both to Vocal and Instrumental Music. Terms moderate. For further information, apply to the Superior. Newcastle, Aug. 5, 1879.

Hotels. PARK HOTEL KING SQUARE, ST. JOHN N. B. FRED A. JONES, Proprietor (of the late Barnes Hotel). Waverly Hotel, Newcastle, Miramichi, N. B. This House has lately been refurnished, and every possible arrangement made to ensure the comfort of travellers.

Canada House, CHATHAM, NEW BRUNSWICK. WM. JOHNSTON, Proprietor. Considerable outlay has been made on this House to make it a first-class Hotel, and travellers will find it a desirable temporary residence, both as regards location and comfort. It is situated within ten minutes walk of St. John's Landing, and opposite Telegraph and Post Offices. The Proprietor reserves the right to be held for the accommodation given him in the past, and will endeavor, by courtesy and attention, to merit the same in the future.

ROYAL HOTEL, King Square. I HAVE much pleasure in informing my honorable friends and the public generally, that I have leased the Hotel formerly known as the "COMMERCIAL," and thoroughly renovated the same, so as to make it a first-class Hotel, and a desirable place of residence for the travelling public. The House is situated in the heart of the city, and is well adapted for the accommodation of travellers. It is furnished with every modern convenience, and is kept at all times in the most comfortable and desirable manner. The Proprietor reserves the right to be held for the accommodation given him in the past, and will endeavor, by courtesy and attention, to merit the same in the future.

Travellers' Column. Chatham Branch Railway. WINTER 1879-80. On and after Monday, November 17th, Trains will run on this railway, in connection with the Chatham Branch Railway, daily, (Sundays excepted) as follows: GOING SOUTH. No. 1. No. 2. STATIONS. Depart. Arrive. Chatham, 8:00 a.m. 8:15 a.m. Newcastle, 8:30 a.m. 8:45 a.m. Miramichi, 9:00 a.m. 9:15 a.m. Grand Falls, 9:30 a.m. 9:45 a.m. Grand Falls, 10:00 a.m. 10:15 a.m. Grand Falls, 10:30 a.m. 10:45 a.m. Grand Falls, 11:00 a.m. 11:15 a.m. Grand Falls, 11:30 a.m. 11:45 a.m. Grand Falls, 12:00 p.m. 12:15 p.m. Grand Falls, 12:30 p.m. 12:45 p.m. Grand Falls, 1:00 p.m. 1:15 p.m. Grand Falls, 1:30 p.m. 1:45 p.m. Grand Falls, 2:00 p.m. 2:15 p.m. Grand Falls, 2:30 p.m. 2:45 p.m. Grand Falls, 3:00 p.m. 3:15 p.m. Grand Falls, 3:30 p.m. 3:45 p.m. Grand Falls, 4:00 p.m. 4:15 p.m. Grand Falls, 4:30 p.m. 4:45 p.m. Grand Falls, 5:00 p.m. 5:15 p.m. Grand Falls, 5:30 p.m. 5:45 p.m. Grand Falls, 6:00 p.m. 6:15 p.m. Grand Falls, 6:30 p.m. 6:45 p.m. Grand Falls, 7:00 p.m. 7:15 p.m. Grand Falls, 7:30 p.m. 7:45 p.m. Grand Falls, 8:00 p.m. 8:15 p.m. Grand Falls, 8:30 p.m. 8:45 p.m. Grand Falls, 9:00 p.m. 9:15 p.m. Grand Falls, 9:30 p.m. 9:45 p.m. Grand Falls, 10:00 p.m. 10:15 p.m. Grand Falls, 10:30 p.m. 10:45 p.m. 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