



MIRAMICHI ADVANCE.

VOL. 10—No. 49.

CHATHAM, NEW BRUNSWICK, OCTOBER 16, 1884.

D. G. SMITH, EDITOR & PROPRIETOR. TERMS—\$1.50 a Year, in Advance.

BUSINESS NOTICES.

The "MIRAMICHI ADVANCE" is published at Chatham, N. B., every Thursday morning, except on public holidays. The paper is sent to any address in Canada, the United States or Great Britain (Postage paid by the Publisher) at the following rates:

One year, in advance, \$1.50
Six months, .80
Three months, .45
Advertisements are placed under classified bills.

Advertisements, other than yearly or by the year, are inserted at five cents per line (including the first line) for the first insertion, and two cents per line (or twenty cents per line) for each subsequent insertion.

Yearly or season, advertisements are later, at the rate of \$1.00 per line per year. The matter is returned to the advertiser if not paid for by the time it is due. The advertiser is responsible for the accuracy of the copy sent to the printer. The printer is not responsible for errors in the copy sent to the printer.

The "MIRAMICHI ADVANCE" has its large circulation distributed in the Counties of Kent, Cumberland, Gloucester and Westmorland (New Brunswick), and in Nova Scotia and Cape Breton, among communities as far as London, England, and Agricultural pursuits, other superior advertisements to advertise.

Editor: "MIRAMICHI ADVANCE," Chatham, N. B.

General Business.

WAR!

FRANCE & CHINA!

TEA! TEA!

Markets have advanced Three to Five Cents per pound.

FIRST LOT OF

This Season's Tea

JUST RECEIVED.

Having bought our Stock before the advance, we will give our Friends and Customers better value at former prices.

BALANCE OF LAST SEASON'S

REDUCED TO 30 CENTS.

Try It. Best Value in Town.

G. STOUGHT.

MIRAMICHI

LIVERY STABLE.

Castle Street. - - Newcastle

TEAMS FURNISHED FOR DRIVES, PARTIES, EXCURSIONS, FISHING TRIPS, ETC.

JOHN MORRISSEY, Proprietor.

TIN SHOP.

I have now opened the well known establishment formerly occupied by the late James Gray, and with the best patronage of former towns, am prepared to execute all work in

TIN, SHEET-IRON, GAS-FITTING.

Granite Ware, Japanese Stamp and

TINWARE

Always on hand, which I will sell low for cash.

PLOUGHS,

Also, a nice assortment of

Parlor and Cooking Stoves,

Stead with PATENT OVEN the leader shall of those wanting to buy cheap would do well to call on me.

Shop in rear of Customs House.

A. C. McLEAN.

Chatham, N. B.

NOW ON HAND.

A LARGE AND WELL ASSORTED LINE OF

CANNED GOODS

AND

PRESERVED FRUITS,

Tomato, Corn, Beans, Peas, Green Beans, Navy Beans, Military Soup, Green Peas, Lentils, Macaroni, Raisins, Currants, etc.

ALSO—A COMPLETE STOCK OF

SHIPCHANDLERY

AND

NAVAL STORES.

GEORGE WATT.

400 M. SHAVED CEDAR

SHINGLES.

Will sell in Car Load Lots or at lowest prices to suit P. - -hasers.

AT LOWEST PRICES FOR CASH ONLY

ROBERT FLANAGAN.

Burdock BLOOD BITTERS.

WILL CURE OR RELIEVE BILIOUSNESS, DIZZINESS, DYSPEPSIA, DROPSY, INDIGESTION, JAUNDICE, ERYSIPELAS, SALT RHEUM, HEADACHE, RHEUMATISM, BRUISES, SCALDS, AND EVERY SPECIES OF DISEASE ARISING FROM DISORDERED LIVER, KIDNEY, STOMACH, BOWELS OR BLOOD.

E. HUBBARD & CO., Toronto.

COFFINS & CASKETS.

The Subscriber has at his shop, an superior assortment of

BOBWOOD & WALNUT COFFINS, COFFIN FINDINGS AND ROBES,

which he will supply at reasonable rates. BADGES FOR FALL BEARERS also supplied.

W. H. McLEAN, Undertaker.

General Business.

HAMS, HAMS.

Smoked and Green.

400 POUNDS HAM, Green, Smoked or Canvassed.

FOR SALE LOW BY

G. M. BOSTWICK & CO.,

St. John.

ALBERT LIME

THE A. B. LIME AND CEMENT COY

Are now prepared to furnish their

Best Quality Selected Lime

By the Car Load at all STATIONS on the ALBERT and INTERCOLONIAL RAILWAYS.

This Lime differs from all other Brands in the market—being peculiarly suited for building purposes, and is the CHEAPEST in the market for all purposes.

For Agricultural purposes it can be furnished by the car load in bulk, CHEAP, and is the best as well as the cheapest fertilizer known.

All orders should be addressed to

THOMAS McNEILLY, Manager A. B. Lime & Cement Company, Hillmore, Albert County.

General Business.

READY-MADE CLOTHING.

Men's, Youths' & Children's Suits, IN CLOTH, TWEED & VELVET

Which he is offering at prices suitable to the times.

COAL! COAL!!

ANY person requiring coal will please have their orders with the Subscriber who is to receive a few

Consignments by Rail.

Early orders are necessary in order that they may be satisfactorily filled.

T. F. GILLESPIE.

E. H. THOMPSON'S ART GALLERY

(Opposite Canada House, Chatham.)

Old Pictures Enlarged

AND

Finished in Oil, Water Colors or India Ink.

PHOTOGRAPHS

AND

FEROTYPES

taken and satisfaction guaranteed.

Picture Framing and Mounting at short notice.

NATIONAL POLICY.

ADVANCED DUTY ON PRINTS OF 7 PER CENT.

Showing 250 pieces of Spooling and Summer print, and Cottons and Serges (including quality) of the advance rate in force and thus 7 per cent. saved. These goods will be sold at their former prices, and are exceptionally good values.

W. S. LOGGIE.

Opening New Spring and Summer Goods.

Baldwin's 3, 4 and 5 colored fingerings, Shaded Berlin Wool, Cardinal Wool, Navy Canvas, 30 in. Gray Star Linen, White Marseilles T. Hat Covers, Black and Colored Filonite, Colored Tubular Straps, Unfinished Button Colored Kid Gloves, Needles, Sewing Cottons, Buttons, Wool yarns, Tapered Knitting, etc. etc.

D. T. JOHNSTONE.

Chatham Livery Stables.

Regular Coach and train leaving and arriving at CHATHAM RAILWAY STATION.

Offhand Stables - - - Water Street, Chatham

General Business.

JOHN McLAGGAN

IMPORTER

AND

WHOLESALE DEALER

IN

Flour, Cornmeal, Provisions AND

General Groceries.

IN STORE.

50 Half chests Tea.

50 caddies do.

DIRECT IMPORTANT

75 Boxes and Caddies

Black and Bright Tobacco

100 Bbls. Sugar.

GRANULATED & YELLOW

150 Boxes Soap,

100 Bushels

White Beans,

MOLASSES in Puncheons.

Tierces & Bbls.

Plate and Extra Mess Beef

Heavy Mess Pork

Pressed Hay.

CHOICE BRANDS OF

Flour, Cornmeal & Oatmeal,

at Wholesale Rates.

AT THE

FISH WAREHOUSE

ON THE

Public Wharf, Newcastle.

REMOVAL.

THE SUBSCRIBER hopes to render his thanks to the public of Miramichi who have so liberally patronized his business at his late stand and to inform them that he has removed to the premises on Water Street, next door to the place of J. R. Boushelle, where he will be glad to welcome all old customers and to make the acquaintance of new ones. He has on hand a most complete new stock of

All kinds of Cloths, from which selections may be made for Suits or Single Garments, of which he is respectfully invited.

F. O. PETERSON.

General Business.

JUST RECEIVED.

10 BARRELS

Malaga Grapes,

1 CAR LOAD

CHOICE WINTER APPLES,

1 MIXED CAR

CANADIAN APPLES

ONIONS,

CHEESE,

ETC. ETC.

BOTTOM PRICES.

D. CHESMAN

LONDON HOUSE

CHATHAM, N. B.

THE SUBSCRIBER will sell off the balance of his stock of FANCY GOODS at greatly reduced prices.

ALSO ON HAND

A Good Assortment of Groceries.

IN STORE:

FLOUR, GATHER, SOAP, OILS, TOBACCO, Lowest Wholesale and Retail Prices.

25 TUBS GOOD BUTTER.

R. HOCKEN.

R. FLANAGAN,

ST. JOHN STREET, CHATHAM.

WHOLESALE AND RETAIL

DEALER IN

Dry Goods, Groceries and Provisions, Hardware, Hats, Caps, Ready-Made Clothing.

Customers will find our Stock complete, comprising many articles, it is impossible here to enumerate and all sold at moderate prices.

Tea! Tea!!

On Hand and to arrive from London

100 HALF CHESTS TEA.

E. A. STRANG. - Chatham.

PRIZE.

Send six cents for postage and receive free of charge a box of goods which will give you more than anything else in the world. All of either sex, succeed from first hour. The board sent to fortune opens before the workers, absolutely sure. At once address, "Tara & Co., Port-Jamaica."

JAMAICA!

IN STORE

VERY FINE OLD RUM!

IN PUNCHEONS AND QUARTERS, CROP OF 1880.

PERSONALLY SELECTED IN JAMAICA BY OUR MEN. W. W. BELL. Can be shipped to order from St. John or Halifax, in Bond or Duty Free.

T. WILLIAM BELL & Co.,

ST. JOHN, N. B.

500 BARRELS

Extra Quality, Wood Burnt

CORK LIME.

FOR SALE LOW.

Geo. WATT:

CHATHAM, April 1st.

perfect satisfaction is guaranteed.

The above is one in several Mills on the River, and perfect satisfaction is guaranteed.

Full information given on application to the Subscriber.

ROBERT McGUIRE.

General Business.

General Business.

W. & R. Brodie,

Commission Merchants

DEALERS IN FLOUR, PRODUCE AND PROVISIONS

No. 16, ARTURUS STREET, NEAR THE BANK OF MONTREAL, QUEBEC.

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Dr. J. S. Benson,

RESIDENCE: Duke Street. - Chatham.

JOHN McCURDY, M. D.,

PHYSICIAN AND SURGEON, RESIDENCE:—That occupied by Late Dr. Thomson, Wellington St., - - Chatham, N. B.

IF YOU WANT TO BUY

GOOD, FRESH & RELIABLE DRUGS

AND

PATENT MEDICINES

of all kinds, go to the

Newcastle Drug Store.

DRUGS sold at the lowest possible figure, and PATENT MEDICINES at their regular prices.

Flower Pots, Sponges,

Toilet Articles and Fancy Soaps

—ALWAYS IN STOCK—

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General Business.

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General Business.

Canada House,

Corner Water and St. John Streets, CHATHAM.

LARGEST HOTEL IN CHATHAM.

Every attention paid to THE COMFORT OF GUESTS.

Located in the business centre of the town, having the best and most attentive first rate.

WM. JOHNSTON, PROPRIETOR.

WAVERLEY HOTEL,

NEWCASTLE. - - - - - MIRAMICHI, N. B.

THIS HOTEL has lately been refurbished, and every possible arrangement made to ensure the comfort of travellers.

W. LIVERY STABLE, with good outfit for carriages and phaetons.

Late of Waverley House, St. John.

Metropolitan Hotel,

(Adjoining Bank of Montreal), WELLINGTON STREET, CHATHAM, N. B.

J. F. JARDINE, PROPRIETOR.

First Class Rooms and Table

Anglers and Sportsmen

are provided on the premises with all the other necessary facilities for the care and shipment of fish and game.

In addition to teams for carrying the

Mails and Express

matter between the Railway and town office, the "Metropolitan" Turnout is always on hand on the arrival of trains for conveying passengers wherever they may desire to go.

A NEW BUILDING

practically designed after consultation with LEAD ING COMMERCIAL TRAVELLERS has

FIVE SAMPLE ROOMS

calculated to meet the requirements of all classes of business.

The location, grounds, general appearance and style of management of the "Metropolitan" are such as to invite and retain the patronage of all travellers.

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General Business.

General Business.

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CAPITAL PRIZE, \$75,000. Louisiana State Lottery Company. A good deal is said and written about the visit of Sir John A. Macdonald...

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Burdock Blood Bitters. Beef, Iron & Wine. Atwood's Bitters. ROSEMARY HAIR TONIC. Pleasant Worm Syrup.

BOYD'S DIARRHOEA MIXTURE. Ayer's Sarsaparilla. A Large Supply of the Above Just Arrived.

CARTER'S LITTLE LIVER PILLS. CURE SICK HEADACHE. It is the best remedy for those who suffer from this distressing complaint...

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short of its reasonable anticipations, by millions. The millions it spent in acquiring connecting lines had, it claims, to be thus invested as a matter of correct railway policy and to prevent the Grand Trunk from securing them. The millions absorbed on interest account was money justly due to stockholders, although there had not been a cent of surplus earnings on the portions of the road the Construction Company was the contract price of the work performed by it. The Company will, therefore, say it is not in a position to complete the Railway, unless Parliament will consent to another Government loan. Considering the promises made for the Company by the Government to Parliament last session, Sir John is afraid that his large and loyal majority will melt before such a proposition. Rather than face the threatened trouble in that form he goes to England with Mr. Stephen, who, under an arrangement that miscarried a few weeks ago, was to have come to Canada in connection with the same business. The threatened danger may, it is hoped by the Government and Canada Pacific leaders, be averted if an understanding can be had with the Grand Trunk magnates. It is believed that Sir John, who, as well as Mr. Stephen, has always been friendly with the Grand Trunk people, will be able to bridge the chasm between the two great corporations and thus avoid the political crisis which the presentation of a new demand for money in behalf of the Canada Pacific would involve. Should the Premier's mission fail it is now said that he will avoid asking for a further loan to the Company, and fall back on either an additional guarantee for new stock or a proposition to allow the Company to unload the remaining work upon the Government, involving the completion of public business. However, however, to the truth is the journal that announced the visit to be a semi-official one, although the explanations of this theory are very wide of the mark.

It is, no doubt, true that the Premier's health is not as good as his many friends wish it were; yet it is no worse than it has been at times for several years. He has had the care of the best physicians whose solicitude in his behalf has done much to counteract the mental and physical wear and tear incident to his trying position—a position of more than ordinary exactions because of the varied elements he has been obliged to harmonize, in order to hold together the many-headed party of which he is the crafty leader. It is not so much his personal as his political health, therefore, that has necessitated the much-discussed visit to England.

It is an open secret among the best-informed of the Government's friends that a serious crisis is threatened at the next session of Parliament. The supreme question in Dominion politics is, as we all know, the position of the Canada Pacific Railway Company, in whose success or failure the fate of Sir John and his party is involved. Notwithstanding the liberal treatment the Company received last session at the hands of Parliament, it finds itself unable to carry out the design of its chiefs to control the railway interests of the Dominion. It depended on the Government's guarantee of interest on its stock, backed by the enormous sums given and loaned to it by the Government—amounting to \$55,000,000 for a road which was officially estimated by it last year to cost \$38,000,000—to realize millions on its stock and land sales. Owing, however, to the questionable character of some of its outside operations being exposed and, perhaps, exaggerated by the direct and indirect agency of its great rival—the Grand Trunk—it has been disappointed. It needs the millions its principal members have pocketed as dividends on the stock allotted to them, and the other millions spent in acquiring connecting lines, to carry on the work of building the road for which Parliament gave it such liberal grants. Individually, its principal corporators are wealthy. They hold millions of its stock which they acquired at twenty-five per cent. on its face value. On this they have received already two years' interest at the rate of six per cent. on the par value, or twenty-four per cent. a year on their actual investments. Between two and three millions of the money given to the Company by Canada have been absorbed in this way. They have also retained, free from Government lien, the most valuable connecting lines which they have purchased with the Government money, or out of the proceeds of their Government land grants, and these represent millions more. Added to these two important sources of solid wealth, they have the enormous profits which have come to them as members of the Construction Company to whom, as a Railway Company, award contracts for building the line. The crisis approaching, therefore, is this—The Company wants money to enable it to complete the Railway. As a corporation it says the opposition and misrepresentation it has met with from the Grand Trunk in the money markets of the world have rendered its stock comparatively worthless and prevented sales of its lands to such an extent as to make its receipts from those sources fall

the Bark Factory and Parker's. If they fail in that duty they will be consistent in a policy which is the most malignant and indifferent to public and private rights ever worked up any locality in Canada.

Liverpool Wood Market. It is rather discouraging to know that there is yet no improvement in the prices of New Brunswick spruce and pine deals in the Liverpool market...

Bathurst Notes. Bathurst just now presents quite a lively appearance, and, on all sides, indications are to be seen of its prosperity and continued advancement.

My Lord—Your Lordship. We think it was the late Lt. Governor Wilnot who introduced to the hearing so much about the oak and birch log in its transit from forest to market. If it were not for being attached to the spruce the oak and birch would sink in the river, just as the case of the Grand Trunk politician would sink out of public sight were it not for the faculty they have of buoying themselves up by clinging to those above them.

Our parliamentary representative, Mr. Mitchell, struck his last log in the person of Lord Hamilton, a Director of the Grand Trunk Railway who was unfortunately enough to be interviewed by a representative of the Toronto Globe, to whom he gave his views of the unfairness of the Dominion Government assisting the Canada Pacific to establish a railway system in Canada and the U. S. to compete with the Grand Trunk. Lord Hamilton, had, of course, no quarrel with Mr. Mitchell. In fact, it does not appear that he was aware of the gentleman's existence. You found Mr. Mitchell's name to a letter in the Montreal Herald and detected, at once, from its tone, that it was notoriety rather than a promotion of the public interest that the editor of the Globe had intended to be written under the all-pervading idea that he had an opportunity to "give lip" to a live Lord. He, no doubt, imagined that the groundings would think he was a terrible snob, and that his "hollyhock aristocrat" who was the guest of the Governor-General. He took good care that the world should know that the nobleman he was pushing himself against was the Governor-General's latest guest, and that he was a "hollyhock aristocrat" who was the guest of the Governor-General.

In Unnecessary Trouble. It is as well, perhaps, that the full measure of the Government's childlike and absurdity in connection with the Dominion Railway is the international is not generally known, and added to the record of its utter disregard for the rights of the people of the Dominion in the matter of location. Somebody, or a few of somebodies, appear to be very industrious in reporting all kinds of untruthful things about the progress of the work, and from Colliedgewood, downwards, the railway people are set dancing to the amusement of those who are privileged to know how the circus project master will have the grace of consolation to the wise, but neglectful manipulators of this wonderful undertaking, to know that the Railway Department is in a hurry, at last, to have the Branch finished in a few days and to know that certain magnates are apologetically moved to threaten dreadful things just to please them. In this region we are accustomed to the effervescence of a "somebody" referred to; we never believe in "somebodies" when they say they are fond of excitement and have very little to do besides attending to the business of people who could get along just as well without their interference. When they, therefore, send their reports forward those who receive them at Ottawa and elsewhere would save themselves from being laughed at if they would refrain from getting unnecessarily excited by maintaining that dignity and decorum which should be a leading characteristic of those holding official positions.

THE PROGRESSIVE TOWN.—Our Bathurst correspondent's notes on new building and other improvements going on at that place, indicate that it is fully abreast of the times in general progress.

MAIL CONTRACT.—The Post Office Inspector advertises for tenders for conveying the mails daily, Sunday excepted, each way between Chatham and Curquet via Tracadie—a distance of 74 miles. The time for receiving tenders will be until 21st November and the service is to commence 14th January next.

RAILS AT BATHURST.—The Steamship Plymouth has arrived at Bathurst with 1,500 tons of steel rails and the necessary fastenings for the Carquet and Shipigan Railway. Our Bathurst correspondent gives some information as to the trucking, which is to proceed at once.

Baptist Conference. The Free Christian Baptist Conference which was in session in the city since Friday last, closed on Wednesday night. There was very large number of delegates present, both clerical and lay, and a considerable amount of business transacted. The utmost thought and attention were given to all the various and growing interests of the denomination and the presence and power of the Holy Spirit, were sensibly felt in the religious exercises, as they were in the social service were held on Wednesday night when three candidates were specially set apart by the laying on of hands for the work of the ministry.

The steamship Plymouth, with fifty-five hundred tons of rails for the Carquet Railway and the necessary fastenings arrived last evening from Maryport. She had a rough passage and was twenty days out. Cargo will be discharged at once, the rails being landed at the wharves of K. F. Burns,

ment was, that when the time for such an union arrives it should be on the basis of complete consolidation. Such an union as that of the Free Christian Baptist Conference, should certainly be the betterment of the community and prove influential both morally and spiritually.—From Reporter.

Superior and Grammar Schools. The following provisions are prescribed respecting Superior and Grammar Schools: SUPERIOR SCHOOLS. Teachers of a Superior School to be entitled to the Provincial Allowance of \$2500 per annum...

Superior Schools in Towns or Villages having three or more Graduated Departments.—Boards of Trustees shall provide for giving instruction in at least Standard IX and X. When in advance is not provided for or not given in Standard X, work in Standard VII may be required of the Teacher, provided the daily average attendance of pupils in the higher standards is not more than 25. Should standards IX, X, and XI be taught no work in a lower standard should be required of the Teacher, unless the Provincial License Assistant is employed having a separate classroom.

Superior Schools in Towns or Villages having two Graduated Departments.—The highest Department shall constitute the Superior School and shall not be called upon to perform work under Standard VII of the graded course. Provision shall be made for giving instruction in a separate provision for such schools, to extend over a period of three years.

Superior Schools in Districts having two Graduated Departments.—The second or highest Department shall form the Superior School and shall not be called upon to perform work under Standard VII of the graded course. A special course extending over a period of four years shall be prescribed for such schools.

Superior Schools in Districts having one Graduated Department.—An ungraded school in a country district may be recognized as a Superior School, provided a class room assistant is employed, and provided the daily average attendance of pupils is 30 or upwards. For such schools a special course will be prescribed.

Grammar Schools in Towns.—Grammar Schools in Towns having a graded course shall make provision for giving instruction in not less than two Standards in advance of Standard VII, and must have competent pupils studying in at least Standard VII. There are no competent pupils engaged in the study of Standard X, the Board of Trustees may place pupils in Standards VII, and VIII, but the Board of Trustees, under the immediate instruction of the Chief Superintendent.

Should there be competent pupils engaged in the study of Standard X, and the whole number of enrolled pupils exceed 30, the Board of Trustees must either relieve the Master from teaching Standard VII, or employ a licensed assistant.

It shall be competent for the Trustees of any Town Grammar School to require any pupil to teach Latin to pupils who may be taught to grade VII and VIII, in another Department, provided the Teacher of these grades is not qualified to teach the subject.

Grammar Schools in Villages.—When a Grammar School is established in a Village having two Departments, the Village Department shall be considered the Grammar School. For such a Department a special course in advance of Standard IV of the graded course shall be prescribed, embracing four consecutive Standards. Classics and Mathematics shall be included in the course. Should no competent pupils be engaged in the study of either Classics or Mathematics in advance of Standard VI of the course within the third term after the First of November, 1884, or should at any time thereafter one year elapse during which no pupils have been engaged in such studies in advance of this Standard, the school shall fall below the rank of a Grammar School.

The full course of instruction is not in operation, and if the number of pupils is under 30, the Inspector shall determine what additional work, if any, may be required of the Master.

The school accommodation and appliances must be satisfactory to Grammar School Inspector, who shall report thereon to the Superintendent.

MR. HENRY WHITE has built quite a stylish dwelling. The main building measures thirty by twenty-four and the lot twenty-four by eighteen. It is two stories with a mansard roof, and has an eleven foot garage basement. It is painted white with black roof and slate colored sides and will be heated by furrows. The ceilings are eleven feet and the front rooms on ground floor are enlarged by bay window. The builder is Mr. William Doucet. The masonry in this, as well as Mr. Jacob White's and Mr. Stewart's, was done by Mr. Napoleon Desautels, of Quebec and is of the finest description.

In the village Mr. Thos. Leahy is now building a grand dwelling on the spring to erect a new dwelling in the spring. In addition to all these new buildings great improvements are being made in a number of others, both in town and village. The above foundations under all the new ones are quite a new feature in house building here and owing to the stone being so easily obtained their cost is comparatively small. The spirit of improvement and style seems to have entered into our town people, and our town, for which nature has already done so much, will soon outstrip many of the other Provincial towns in appearance and advancement.

Our new Post Office and Custom House, it is expected, will be commenced at an early date. The question of site is finally settled. The site is the application of Mr. A. J. H. Stewart for the payment in full of the money deposited in Court as land damages in this matter was heard before Mr. Justice Palmer in St. John about a fortnight ago. On motion of Mr. T. DeBrisay, Q. C., Counsel for the Petitioner, Mr. Stewart, the Court ordered that the amount, viz., \$1,019—being the amount awarded as damages—four months interest thereon be paid Mr. Stewart. R. E. Harrison, Esq., appeared for the Minister of Justice.

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products of the farm. They were to have factories at every cross-road. He asked them how these promises had been fulfilled. "It is true they have enlarged some of the factories," he said, "but the men who have enlarged the factories are about the sickest and saddest over the change." He pointed out an essential difference between the manufacturers and farmers—the first could combine to put up prices, but the latter could not. (Loud applause.)

At this stage of the address a good, natured looking Conservative began to question. "How is it," he asked, "that we get cotton and sugar so much cheaper now than we did before?" Catching the interrogator's eye, Mr. Blake smilingly replied: "Do you suppose that you get cheaper sugar because of the N. P.?" A burst of applause and derisive laughter showed the opinion of the audience upon the question. "I believe," proceeded Mr. Blake, when silence had been restored, "that sugar is cheaper all the world over than it has been before within the memory of man. Does my friend know that the raw material brings such small prices that in some places where the cane is grown large tracts remain in which they will not sow, and others where they will not even get the standing crop because it will not pay for the cost and trouble? (Applause.) Does my friend suppose that our little Act of Parliament revolutionized the sugar industry of the whole world?" (Cheers and great laughter.) As a matter of fact sugar is dearer in Canada than in the rest of the world. Sugar in England is only about two-thirds of the price in Canada. (Retained cheering.) He proceeded to discuss the taxes of the country, showing how much greater they were than the Government had promised they would be. He had hardly entered upon this subject, however, before the upholder of Sir John Macdonald came cheerfully to the front again. "Where was that money spent," he asked. "Well," responded Mr. Blake, "you sell your crop by sample, I suppose, I can't give you the whole expenditure, but I can give you a couple of samples." Breaking in upon the line of his argument, he then quoted the figures which he had given to other audiences, showing the increase in the superannuations and civil service expenses, Mr. Macdonald's expenditure upon which was so strongly condemned by the Conservative leaders in 1878. The audience cheered again and again as the speaker ironically dealt with the "reductions" made by the "economists" who no help, however, in preventing the interruption to say by the tone of one quiet in the face of "manifest destiny." "Well, the public have got to pay it, haven't they?" "Yes, so long as you employ untrustworthy men to manage your affairs," was Mr. Blake's answer, which was received with loud cheers.

The speaker dwelt upon the evil involved in wringing from the people more in taxes than was needed for the public service, even though the balance sheet was gloated over by the Government as a "surplus" and regarded by their followers as an evidence of statesmanship. He showed how the fact of the Government having so much money on hand removed one of the safeguards against extravagance and dwell upon the necessity of the people insisting upon no more being taken from them than was needed for the public service. His remarks upon this subject were keenly appreciated, and were shown by the frequent bursts of applause which greeted them. Dealing with the Canadian Pacific Railway policy the speaker demanded the bargain made with the Conservative leaders in 1878, and asked the people, and also the loss of last session, because the people whose credit had been pledged had been given no opportunity to pronounce upon the proposition.

He then turned to the subject of Senate reform. "It is an opinion that it is not in accordance with the principles of responsible government that any man, however good, or however able, should have the power of selecting legislators to rule us. I do not think we ought to let that out of our own hands. I think we ought to retain the power of selecting our own representatives, and our own legislators. (That's right," was the prompt and evidently honest comment of the gentleman who had before insisted on doing some of the talking. Mr. Blake passed for a moment with raised hand not a little astonished. "Hurrah!" he said, applauding the outspoken utterance, and then he proceeded to say that he could not respond to Mr. Blake's question as to whether he thought it would be better to have a few more members in the Senate, but that he would be glad to see the people of the Province, and the people of the Dominion, to be able to retain their seats. "It is no crime for men to grow old, to fall, to lose their wits, but why should men be legislators for Canada after they have lost the faculty of governing themselves?" (Cheers.) There should be some sort of control exercised over the Senate by the people. Many difficulties were suggested by those opposed to this Reform, but he was sure they could be overcome if it was decided that reorganization must take place.

Upon the question of provincial rights he argued for the Federal principle, and spoke in behalf of its special applicability in a country of such great territorial extent as Canada, and having within its bounds such varied interests as those of the several Provinces. He argued that the people of Ontario accepted Confederation because it was supposed to give them absolute control of their own affairs. He urged the people to have no shame in insisting that if they were to have a Federal union they must have one in reality. The people might go wrong sometimes, but for his own part he was willing to trust the people. Besides, it was one of the greatest advantages of self-government that the effect of it was to improve, educate, and elevate the people. Taking up the plea of question as to a specimen case of Federal encroachment, he showed how the plea of necessity made by the Dominion Government had become now a question of policy, now that the Provincial law had been declared valid. The Supreme Court now had under consideration the question of the constitutionality of the Dominion License law, but to the people must be

the most friendly manner. Hanlan looked a little carworn and discouraged, as was only natural under the circumstances. The conversation, of course, turned upon the race, and Hanlan, in a manner which was pleasant to see, said, shaking hands with Beach: "Well, you are a better man than I am, and I hope you don't blame me for the foul, which was principally caused by the steamer coming down on us. I could not help it."

A TERRIBLE ACCIDENT occurred at Warren's furnace, in Hickman County, Tenn. It was a rule to give a signal before tapping the furnace, that the hammers might be shut off and men get out of danger. The tapper, through neglect, tapped the furnace before the signal was given and three men standing near were covered by a scorching blast of molten iron, and were killed. The furnace was burned to earth instantly; the other men attempted to get out of the way and were killed. The furnace was over 100 yards long, and lived two hours and twenty minutes. The flesh dropped off of all the men, and the bones were principally consumed by the steam. The furnace was used by the iron works of the State.

THE CONTEST OF THE PARAMATTA RIVER, SYDNEY, N. S. W. (From the South Australian Advertiser.) The race was witnessed by upward of 10,000 spectators, and the greatest excitement prevailed. It was 4 o'clock when Hanlan, wearing a blue sleeveless gown, stepped into his boat. Beach, who stripped to his waist, shortly afterwards rowed up from his training quarters. He closed firmly and his legs parted in a dead level for some distance. After a quarter of a mile's pulling, Hanlan quickened his stroke and went a length ahead. He then slowed down in accordance with his ordinary custom, and just as he maintained the same lead, going a little faster when his opponent drew closer, and easing off again when he seemed getting too far ahead. After passing the first point on the southern side and getting into comparatively open water, where the full force of the breeze caught both, they began rather unsteady in the water, both as to the wind and the somewhat rough water inconvenienced them.

About this period of the contest a most unfortunate incident occurred. The steamer Tomki, which had been chartered by Beach's supporters for the visitors, was heading right across Hanlan's track in midstream. Hanlan pulled right up to the bows of the steamer, and the latter being slightly ahead of Beach, whose course just enabled him to miss the steamer's bow. As Hanlan came up close a thousand voices called to him to swerve by giving swamps, and as he turned in his seat and looked ahead, he saw the danger in a moment and resolved to cut Beach right out of the race. Heading the boat right across Beach's course, he put on a magnificent stroke that passed the bows at a marvellous speed. He had then put between four and five lengths between himself and his opponent. To the spectators this seemed to give the race to Hanlan to win as he liked and a few incidents which occurred in the rowing just afterwards were interpreted as signs of bravado, when, as Hanlan now states, they were signs of distress. After he had finished his great spurt he half dropped his left scull, but recovered himself almost immediately. He did not get a quarter of a mile further, but made a special stoppage, entirely missing his stroke. This gave the impression that he was pulling well within himself, that he had gassed Beach's power, and he had said that he would be his own liability to keep in front by responding whenever Beach spurred, and that he could play with his opponent.

Hanlan's explanation after the race was over is that, in that big spurt, when he cleared the steamer, he exhausted himself, and that, so far from showing off, he was in a distressed condition. This statement is borne out by Beach, who states that when Hanlan went so far to the front on that occasion he began to regard it as a hopeless contest with Standard and saw that he had the power of selecting legislators to rule us. I do not think we ought to let that out of our own hands. I think we ought to retain the power of selecting our own representatives, and our own legislators. (That's right," was the prompt and evidently honest comment of the gentleman who had before insisted on doing some of the talking. Mr. Blake passed for a moment with raised hand not a little astonished. "Hurrah!" he said, applauding the outspoken utterance, and then he proceeded to say that he could not respond to Mr. Blake's question as to whether he thought it would be better to have a few more members in the Senate, but that he would be glad to see the people of the Province, and the people of the Dominion, to be able to retain their seats. "It is no crime for men to grow old, to fall, to lose their wits, but why should men be legislators for Canada after they have lost the faculty of governing themselves?" (Cheers.) There should be some sort of control exercised over the Senate by the people. Many difficulties were suggested by those opposed to this Reform, but he was sure they could be overcome if it was decided that reorganization must take place.

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Upon the question of provincial rights he argued for the Federal principle, and spoke in behalf of its special applicability in a country of such great territorial extent as Canada, and having within its bounds such varied interests as those of the several Provinces. He argued that the people of Ontario accepted Confederation because it was supposed to give them absolute control of their own affairs. He urged the people to have no shame in insisting that if they were to have a Federal union they must have one in reality. The people might go wrong sometimes, but for his own part he was willing to trust the people. Besides, it was one of the greatest advantages of self-government that the effect of it was to improve, educate, and elevate the people. Taking up the plea of question as to a specimen case of Federal encroachment, he showed how the plea of necessity made by the Dominion Government had become now a question of policy, now that the Provincial law had been declared valid. The Supreme Court now had under consideration the question of the constitutionality of the Dominion License law, but to the people must be

the most friendly manner. Hanlan looked a little carworn and discouraged, as was only natural under the circumstances. The conversation, of course, turned upon the race, and Hanlan, in a manner which was pleasant to see, said, shaking hands with Beach: "Well, you are a better man than I am, and I hope you don't blame me for the foul, which was principally caused by the steamer coming down on us. I could not help it."

A TERRIBLE ACCIDENT occurred at Warren's furnace, in Hickman County, Tenn. It was a rule to give a signal before tapping the furnace, that the hammers might be shut off and men get out of danger. The tapper, through neglect, tapped the furnace before the signal was given and three men standing near were covered by a scorching blast of molten iron, and were killed. The furnace was burned to earth instantly; the other men attempted to get out of the way and were killed. The furnace was over 100 yards long, and lived two hours and twenty minutes. The flesh dropped off of all the men, and the bones were principally consumed by the steam. The furnace was used by the iron works of the State.

THE CONTEST OF THE PARAMATTA RIVER, SYDNEY, N. S. W. (From the South Australian Advertiser.) The race was witnessed by upward of 10,000 spectators, and the greatest excitement prevailed. It was 4 o'clock when Hanlan, wearing a blue sleeveless gown, stepped into his boat. Beach, who stripped to his waist, shortly afterwards rowed up from his training quarters. He closed firmly and his legs parted in a dead level for some distance. After a quarter of a mile's pulling, Hanlan quickened his stroke and went a length ahead. He then slowed down in accordance with his ordinary custom, and just as he maintained the same lead, going a little faster when his opponent drew closer, and easing off again when he seemed getting too far ahead. After passing the first point on the southern side and getting into comparatively open water, where the full force of the breeze caught both, they began rather unsteady in the water, both as to the wind and the somewhat rough water inconvenienced them.

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