POOR COPY

Board Works

OBSERVE THE YELLOW SLIP O. ON IT INDICATES THE TIME TO TION IS PAID. PROMPT REMITTA FROM THOSE WHO HAVE NOT ALREA — THE DATE SUBSCRIP- EXPIRED THEM.

feb26 '75

MIRAMICHI ADVANCE.

VOL. 6--No. 19. CHATHAM, NEW BRUNSWICK, MARCH 11, 1880. D. G. SMITH, EDITOR & PROPRIETOR. FOR TERMS—See Business Notice.

BUSINESS NOTICE.

The "MIRAMICHI ADVANCE" is published at Chatham, Miramichi, N. B., every THURSDAY morning in time for despatch by the earliest mails o that day.

It is sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Publisher at the following rates:—

If paid in advance, - - - $1.00.
" " within 2 months - - - $1.50.
" " after 2 months, - - - $2.00.

Advertisements are placed under classified headings.

Advertisements, other than yearly or by the season, are inserted at *eight cents* per line nonpareil, (or eighty cents per inch) for 1st insertion, and *three cents* per line (or thirty-six cents per inch) for each continuation.

Yearly, or season, advertisements are taken at the rate of *Five Dollars* an inch per year. The matter on space secured by the year, or season, may be changed under arrangement made therefor with the Publisher.

The "MIRAMICHI ADVANCE" having its large circulation distributed principally in the Counties of Kent, Northumberland, Gloucester and Restigouche (New Brunswick), and in Bonaventure and Gaspe (Quebec), among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers superior inducements to advertisers. Address

Editor "Miramichi Advance." Chatham N. B.

General Business.

NEW DRESS GOODS AND PRINTS.

NEW CLOTHING MENS & BOYS. NEW HATS BOOTS & SHOES

WHEN YOU GO TO

NEWCASTLE,

—AND WANT—

DRY GOODS & GROCERIES,

—TRY THE—

PEOPLE'S HOUSE.

You will there find the

LARGEST, CHEAPEST AND BEST ASSORTED STOCK.

JAMES BROWN.

NEW GROCERIES, A SPLENDID STOCK.

For Sale.

All that tract of Land and premises known as Lot No. 26, situate in the Parish of Nelson, Semiwagan Ridge, beginning at a stake placed on the southern angle of Lot No. 25, granted to Patrick O'Brien, thence by the magnet south 45 degrees East 68 chains of 4 polls each, thence South 45 degrees West, 15 chains, thence North 45 degrees, East 68 chains to a hemlock, thence North 45 degrees, East 15 chains to place of beginning.

Containing 100 Acres More or Less.

There are from 12 to 15 acres cleared and a good barn 30x40 nearly new, on the premises. The Highway runs in front of the said land, which was formerly owned by the late Ellen Reegan, widow.

If not previously disposed of, will be sold in front of the office of Wm. Wilkinson, Chatham, on Saturday, 1st of May next, at 12 o'clock, noon, by Public Auction. For further particulars apply to

CHARLES REEGAN, } Trustees.
MICHAEL MORAN, }

Dated 20th Jan. 1880.

Brandy! Brandy!

50 HHDS. Martell BRANDY, pale and dark;
110 qr. casks do. do.
20 octaves do. do.
800 cases X do. do.
100 cases XXX do. do.
125 cases Martell Brandy, flasks, 2 doz. each, pale and dark;
100 cases Hennessy, do. do.

JOHN W. NICHOLSON,
Victoria Wharf, Smyth Street, St John.

Human Hair Store.

Human Hair Goods of all kinds including

Ladies' Switches, Curls, Frizzettes, Braids, &c.

Gentlemen's Wigs & Scalps,

Fine Perfumery, Combs, Hair Brushes, Curling Irons, Hair Pins, and Fancy Goods, Imitation Hair, Braids and Switches, for sale at

CONROY & SON'S HAIR STORE,

50 GERMAIN ST., ST. JOHN.

Combings and Cut Hair made up in a superior manner, in all styles that the hair will admit of and at prices as low as regard for the quality of good work will admit of. 71 20

BEAUTIFUL SOUVENIRS.

How often do we hear the bereaved exclaim:—"Oh, if I just had his likeness; if I only had her Photograph I would not take a fortune for it" Let such be a warning to those enjoying life and health. Go while the lamp of life holds out, while the bloom of physical perfection adorns the cheek, to J. A. Stevens, Photographer, opposite the Canada House, Chatham, and get one of the best pictures ever taken. Get a dozen Photographs beautifully finished in card or cabinet size, or else some of those Tintypes that he is making at such very low prices.

Don't put it off any longer but come at once.

The subscriber keeps a good stock of mouldings that he will make up to any size frame.

Don't mistake the place if you want good pictures but come to

J. A. STEVENS,

—OPPOSITE THE—

Canada House, - - Chatham.

Hotels.

BARKER HOUSE, Fredericton.

I BEG to announce to the travelling public that I have again assumed charge of the Barker House, so well and favorably known, and it will be my aim to give entire satisfaction to my patrons as hitherto.

TERMS, FROM $100 TO $1.50 PER DAY, ACCORDING TO LOCATION.

Coaches are in waiting on the Arrival, of all Steamboats and Trains.

I shall continue to run

THE LIVERY STABLES

in my usual first class style, and would respectfully solicit the continued patronage of the public.

ROBERT GRAY.

PARK HOTEL

KING SQUARE,

ST. JOHN - N. B.

FRED. A. JONES, - - - Proprietor
(Of the late Barnes Hotel.)

WAVERLEY HOTEL.

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

THIS HOUSE has lately been refurnished, and every possible arrangement made to ensure the comfort of travelers.

LIVERY STAELES, WITH GOOD OUTFIT ON THE PREMISES.

ALEX. STEWART.
Late of Waverly House, St. John.) Proprietor

Canada House,

CHATHAM, NEW BRUNSWICK.

WM. JOHNSTON, - - - PROPRIETOR.

CONSIDERABLE outlay has been made on this House to make it a first-class Hotel, and travelers will find it a desirable temporary residence, both as regards location and comfort. It is situated within two minutes walk of Steamboat Landing, and opposite Telegraph and Post Offices.

The Proprietor returns thanks to the Public for the encouragement given him in the past, and will endeavor, by courtesy and attention, to merit the same in the future.

GOOD STABLING ON THE PREMISES

2-52

ROYAL HOTEL,

King Square.

I HAVE much pleasure in informing my numerous friends and the public generally, that I have leased the Hotel formerly known as the "CONTINENTAL," and thoroughly renovated the same, making it, as the "ROYAL," always had the reputation of being, one of the best Hotels in the Provinces.

Excellent Bill of Fare, First-class Wines, Liquor and Cigars, and superior accommodation.

Blackhall's Livery Stable attached.

THOS. F. RAYMOND]

St John, July 9 1877.

General Business.

Employment For All.

Send for circulars explaining our

New System of Canvassing

Agents have wonderful success. **100 subscribers to 1000 inhabitants.** Our publications are standard. Address,

The Henry Bill Publishing Co.,

41, 43 and 45 Shetucket-St., NORWICH, CONN.

TOILET SETS

At the MIRAMICHI BOOKSTORE.

Roman Catholic Prayer Books

in various styles, for Sale at the MIRAMICHI BOOKSTORE.

PURSES in Variety and good value, at the MIRAMICHI BOOKSTORE.

$300 A MONTH guaranteed. $12 a day at home made by the industrious. Capital not required; we will start you. Men, women, boys and girls make money faster at work for us than at anything else. The work is light and pleasant, and such as anyone can go right at. Those who are wise who see this notice will send us their addresses at once and see for themselves. Costly Outfit and terms free. Now is the time. Those already at work are laying up large sums of money. Address TRUE & CO., Augusta, Maine.

SCHOOL TEACHERS: You can easily increase your salary by devoting a very small portion of your leasure time to my interest. I do not expect you to canvas for my celebrated Beatty's Pianos and Organs unless you see fit to; but the service I require of you is both pleasant and profitable. Full particulars free.—Address, DANIEL F. BEATTY, Washington, N. J.

SUGAR, FRUIT, ONIONS, &c.

LOGAN, LINDSAY & CO,

Have Received:—

45 BBLS. EXTRA C. SUGAR;
30 do. Granulated do.;
10 Boxes ORANGES;
5 " LEMONS;
10 Bbls. ASPRAL OIL;

[DAILY EXPECTED.

150 Bbls. ONIONS;
350 Boxes Layer London Layer, Loose Muscatel and Deheza RAISINS;
2 Cases BURNETT'S EXTRACTS;
New Walnuts, Almonds, Quinces, &c.;
25 Bbls. AMERICAN OIL, &c., &c.

78 and 80 King Street, St. John.

JUST RECEIVED

—FROM—

NEW YORK.

An assortment of

NOVELS, SONG BOOKS, JOKE BOOKS, LETTER WRITERS, MAGIC BOOKS, DIALOGUES, READINGS, AND RECITATIONS,

At the Miramichi Bookstore

LONDON HOUSE,

CHATHAM, N. B

Christmas & New Years.

Goods suitable for Christmas and New Years presents, for sale at cost during the Holiday season.

Ladies' Walnut Dressing Cases, Reticules, Albums, Baskets, Opera Glasses, Writing Cases, Papetries, Toilet Boxes, Cigar Cases and Holders, Meerschaum Pipes, Tartan Goods, Dominoes, Nine Pins, Blocks, &c.

ALSO:—

A well assorted Stock of Groceries, Pickles, Sauces and Spices.

Flour, Corn Meal, Sugar, &c., &c.

Dec. 1879 RICHARD HOCKEN.

GROCERIES, &c.

Teas, Tobacco, Sugars, Molasses.

We are holding a very Choice Stock of Groceries, which we offer to the trade at low figures.

PICKLES, STARCH, SODA, RICE, SPICES, always on hand.

HARDING & HATHEWAY,
17 and 18 South Wharf, Saint John, N. B

G. A. BLAIR,

has on hand, a superior assortment of

READY - MADE CLOTHING,

—COMPRISING—

Men's, Youths' & Children's Suits,

IN CLOTH, TWEED & VELVET.

Which he is offering at prices suitable to the times.

WHY WILL YOU BE BALD?

WHEN YOU CAN BUY

CARBOLINE,

The greatest Hair restorer in the World,

AT THE NEWCASTLE DRUG STORE.

Also the largest variety of Patent Medicine ever offered in Miramichi, viz:—

VEGETINE,
AUGUST FLOWER,
SHOSHONEES REMEDY,
FELLOW'S COMPOUND SYRUP,
DYSPEPSIA BITTERS,
&c., &c., &c., &c.
MATTISON'S, ROBINSON'S AND NO. THROP & LYMAN'S EMULSION OF COD LIVER OIL,

AT THE NEWCASTLE DRUG STORE.

Canary, Hemp, Rape, Maw & Millet Seed for Birds, as well as all sundries usually kept in a FIRST CLASS DRUG STORE.

E. LEE STREET, Proprietor

Oct '9.

CARTER'S SARSAPARILLA

The Great Blood Purifier

A genuine fluid extract of Red or Jamaica Sarsaparilla, combined with Iodide of Potassium, for the cure of all diseases arising from impurity of the blood.

Nearly all the diseases that trouble the human race are influenced by the state of the blood. It is indispensable that this fountain of life be in a pure and healthy condition.

As a purifier of the blood, a Renovator of the system, and preserver of the power of life, Carter's Sarsaparilla has no equal.

For sale at the drug stores.

KERRY, WATSON & Co.,

WHOLESALE DRUGGISTS, MONTREAL.

Checker Boards

At the MIRAMICHI BOOKSTORE.

Wax Figures in Glass Shades

At the MIRAMICHI BOOKSTORE.

FREE! Any person who will make and forward me a list of the names of reliable persons of their acquaintance who wish to procure an instrument, either Piano or Organ, I will use my best endeavors to sell them one, and for every Piano I succeed in selling to their list within one year, I will credit them with $10, and for every Organ $5, to be applied on payment of either a Piano or Organ; and when it amounts to a sum sufficient to pay for any instrument, selected at the lowest wholesale price, I will immediately ship the instrument, free, or after any amount is credited the balance may be paid me in cash and I will then ship them the instrument. They need not be known in the matter, and will be doing their friends a real service, as I shall make special offers to them, selling a superior instrument for from one-half to two-thirds what is ordinarily asked by agents. Please send me a list at once, and after you have made inquiry, you can add to it. Address

DANIEL F. BEATTY, Washington, N. J.

Photograph Albums,

Photograph Frames,

At the MIRAMICHI BOOKSTORE

General Business.

J. D. TURNER,

No. 25 North Side King Square, St. John, N. B.
Dealer in
OYSTERS AND HADDIES.
Consignments of oysters solicited.
Good reference required.
St. John, Jan. 16th, '80.

New Tin Shop.

THE Subscriber begs to inform the public that he has opened a new Tin Shop, on Cunard Street, adjoining Carmichael Bros., store, where he is prepared to attend promptly to all orders for

Sheet-Iron, Tin-work, and Gas-Fitting.

PARLOR & COOKING STOVES.

MICA! MICA!!

CULINARY UTENSILS.

CHEAP FOR CASH.

HUGH P. MARQUIS.

Chatham, Oct. 1, '79.

Will be mailed FREE to all applicants, and to customers without ordering it. It contains four colored plates, 600 engravings, about 200 pages, and full descriptions, prices and directions for planting 1450 varieties of Vegetable and Flower Seeds, Plants, Roses, etc. Invaluable to all. Send for it. Address,

D. M. FERRY & CO., Detroit, Mich.

Practical Tailoring.

Gentlemen requiring suits, or separate Garments or anything else in the Tailoring line, can have their orders, which are hereby respectfully solicited, promptly attended to by the Subscriber at his shop. A well-selected Stock of

CANADIAN TWEEDS

is now on inspection, for which orders are solicited.

Gentlemen's and Youths' Garments

are also made to order from materials furnished by themselves.

F. O. PETERSON, Tailor.

Opposite the Golden Ball, Chatham.

VALUABLE PROPERTY

FOR SALE OR TO LET.

The new Building, Corner of Water and Duke streets, Chatham, is offered for sale on reasonable terms.

If not sold before 1st. February, both stores, and one office—adjoining Telegraph Office—will be let for one or more years.

Rent moderate. Apply to R. F. Waddleton Chatham, or to

SIMON NEALIS
Fredericton, N. B.

6.y.29

MANCHESTER HOUSE.

JUST OPENED,

Ladies' Camel's Hair and Felt Hats,

BONNET & HAT SHAPES,
FLOWERS, FEATHERS, &c.,
POINT LACE BRAID
& NUN'S LACE LINEN THREAD,
BERLIN WOOLS, &
BERLIN WORK,
Alliance & Cruel WOOLS,
and a variety of

FANCY GOODS.

W. S. LOGGIE

Herring! Codfish! Pollock!

JUST RECEIVED:

1000 BOXES Smoked Herring,
30 Qls. Choice Retailing Codfish,
30 " Bright Pollock,
20 Bbls. Bay Herring,
20 Half bbls. No. 1 Shad.

For sale low by

HARDING & HATHEWAY.
17 & 18 South Wharf, St. John, N. B.

AT

H. WYSE'S,

NEWCASTLE.

Receiving this day, at H. Wyse's:

MAPLE SUGAR, PRUNES,
TAMIRANDS, ORANGES, LEMONS,
GREEN & DRIED APPLES,
RAISINS, CURRANTS,
CITRON PEEL, SUGAR,
BUTTER, PEAS, RICE,
BARLEY, SPLIT PEAS,
HOPS, PRESERVED, GINGER,
PICKLED LAMB'S TONGUES,
MARMALADE, PICKLES,
ALL KINDS SPICES.
FANCY BISCUIT & CAKE.
BREAD OF ALL KINDS.

Expected daily, Hams & Bacon,

T. F. KEARY,

REAR OF CUSTOM HOUSE, CHATHAM

IMPORTER & WHOLESALE & RETAIL

DEALER IN

Choice Brands of Wines,

LIQUORS and CIGARS,

CANNED GOODS, ETC.

A large quantity of bottled ENGLISH ALE and IRISH PORTER on hand and for sale by the dozen or barrel.

TO RENT.

FROM DATE, the store in the west end of the Canada House. For further particulars apply to the undersigned.

WM. JOHNSTON

Chatham, Nov. 20. 1879.

Brokerage, etc.

LUKE STEWART,

SHIP BROKER & COMMISSION MERCHANT,

SAINT JOHN.

NEW BRUNSWICK

1-52

W. & R. Brodie,

GENERAL

Commission Merchants

AND

DEALERS IN

FLOUR, PRODUCE AND PROVISIONS,

No. 16, ARTHUR STREET,

Next the Bank of Montreal.

QUEBEC.

WILLIAM J. FRASER,

COMMISSION MERCHANT,

IMPORTER AND DEALER IN

TEAS, SUGARS, MOLASSES &c.

HEAD OF CENTRAL WHARF,

UPPER WATER STREET,

HALIFAX N. S.

CONSIGNMENTS PROMPTLY ATTENDED TO

Vroom & Arnold,

SHIP BROKERS AND

COMMISSION MERCHANTS

MARINE INSURANCE AGENTS,

SMYTH STREET,

ST. JOHN N. B.

W. E. VROOM. E. H. ARNOLD.

General Business.

Horses for Sale.

TWO MARES, sound—and good travellers, seven years old, weight 1,050 lbs., and 1,100 lbs., respectively, will be sold on approved joint notes at four months.

Apply by letter to "ADVERTISER," Advance Office, Chatham.

Feb. 17, '80. 4h12*

COPYING INK,

CARTER'S—Just received at the MIRAMICHI BOOKSTORE. Though the duties paid are high we sell at the old prices.

Institute of the

Brothers of the Christian Schools.

St. Michael's Classical and

Commercial College,

CHATHAM, - - - N. B.

This College has for its object to impart to young men, together with the benefits a Christian education, the necessary knowledge of commerce in all its branches, and whatever else may fit them for industrial pursuits.

Terms of Board and Tuition.

Board and Tuition for the Scholastic year, payable in advance, in two terms: $70; Sept. 1st: $35: February 1st, $35.

The Board dates from the 1st or 15th of each month, according as the pupil entered in the first or last half of the month.

Physician's fees, medicines, Instrumental Music, Navigation, Telegraphy, Drawing and Stationery, form extra charges.

Washing	$10 00	per annum.
Drawing	5 00	" "
Navigation	5 00	" "
Telegraphy	5 00	" "
Bed and bedding	8 00	" "
Half-board	20 00	" "
Instrumental Music	30 00	" "

Commercial Diplomas are given to those who pass a satisfactory examination in the requisite branches.

For further particulars apply to

BRO. LOUIS, Director.

REMOVAL.

DR. J. S. BENSON, has removed to the building on corner of Duke and St. John Streets, opposite Canada House.

Chatham, Sept., 1879.

SPECTACLES!

EYE GLASSES,
COQUILLES,
SPECTACLE CASES,
OPTICAL GOODS,

—AT—

MIRAMICHI BOOKSTORE.

Agency for Lazarus and Morris's "Perfected Spectacles.

Hay for Sale.

The Subscriber offers for sale, TEN TONS good upland HAY. Cheap for Cash

MRS. P. WALSH.

Escuminac, Jan 12, '80

20 All Chromo Cards, Rosebud Motto, Japanese. Your choice with name, 10c. Nassau Card Co., Nassau, N. Y., U. 3E20S.

Medical.

H. V. Williston, M. D.

PHYSICIAN & SURGEON,

BATHURST, N. B.

OFFICE—That formerly occupied by Dr. Balcom.
RESIDENCE:—Mrs Napier's, opposite the Post Office.

HAIR VIGOR,

FOR RESTORING GREY HAIR

To its Natural Vitality & Color.

Advancing years, sickness, care, disappointment, and hereditary predisposition, all turn the hair gray and either of them incline it to shed prematurely. Ayer's Hair Vigor, by long and extensive use, has proven that it stops the falling of the hair immediately; often renews the growth; and always surely restores its color, when faded or gray. It stimulates the nutritive organs to healthy activity, and preserves both the hair and its beauty. Thus brushy, weak or sickly hair becomes glossy, pliable and strengthened; lost hair regrows with lively expression; falling hair is checked and established; thin hair thickens; and faded or gray hairs resume their original color. Its operation is sure and harmless. It cures dandruff, heals all humors, and keeps the scalp, cool, clean and soft—under which conditions diseases of the scalp are impossible.

As a dressing for ladies' hair, the Vigor is praised for its grateful and agreeable perfume, and valued for the soft lustre and richness of tone it imparts.

—PREPARED BY—

Dr. J. C. Ayer & Co.,

LOWELL MASS.,

Practical and Analytical Chemists.

SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE.

Vegetine, Carboline, &c., &c.

AYER'S Sarsaparilla, Cherry Pectoral and Pills.
RADWAY'S Resolvent, Iodide and Pills, &c.
WILSON'S Sarsaparilla, Balsam, &c.
HOLLOWAY'S Pills and Ointment (Genuine English.)
HIMMAN'S Quinine Wine and Emulsion of Cod Liver Oil.
BEEF, IRON and WINE, Iron and Quinine, Syrup of Iron.
FELLOW'S Compound, Peruvian Syrup, Sarsaparilla Cure.
ALLEN'S Lung Balsam, August Flower, Hoarhound
NORWAY COD LIVER OIL (Shrei Brand) Newfoundland Cod Liver Oil.
ROBINSON'S Emulsion, Fowler's Pills and Humor Cure, Vinegar Bitters, Wood Candy.
LEEMING'S Essence, a certain cure for pavin and lameness in Horses.
Sage, Summer Savory &c., &c., Essence of Lemon, Vanilla, Peppermint, Cloves, and Cinnamon.
Also Perfumery and Toilet Soaps in great variety.

J. PALLEN & SON.

HEARTBURN,

—OR—

SOUR RISING,

Oppression after eating, and every form of DYSPEPSIA are soon relieved by

PERISTALTIC LOZENGES.

The restore the action of the Liver and Stomach, and cure COSTIVENESS and its results.

For Sale by

JOHN PALLEN, - - - Chatham.
E. LEE STREET, - - Newcastle.
JAMES DOYLE, - - - Douglastown.
JOHN KAIN, - - - Nelson.

JOHNSON'S ANODYNE LINIMENT.

For Internal and External Use.

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

General Business.

CLEARING OFF SALE!

HOLIDAY GOODS.

Work Boxes,
Writing Decks,
Dressing Cases,
Musical Albums,
Vases,
Meerscham Pipes,
Concertinas,
Accordeons,

Cigar and Cigarette Holders, &c., &c.

Gold and Silver Watches and Jewellry,

Clocks, Electro-Plated Ware,

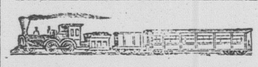
—CONSISTING OF—

Tea Sets,
Ice Pitchers,
Cake Baskets,
Butter Coolers,
Pickle Stands,
Castors,
Children's Mugs,
Napkin Rings,
Spoons,
Forks, &c.

The Subscriber intends to go to Europe this winter to purchase his spring stock, and will sell off the stock now on hand at cost price to make room for new goods.

ISAAC HARRIS,

Water Street, Chatham, N. B.



1879 AND 1880.

—:o:—

GOODS FOR

CHRISTMAS

—AND—

New Years

The Subscriber has just replenished his Stock and is selling Goods at extraordinary

Low Prices

to suit the Holidays. The stock comprises in part,

All the Latest and Newest Styles of

DRESS GOODS,

WINCEYS,
CLOTHS,
LADIES' CLOTHS,
WOOL GOODS,
YARNS, &c.,

Ladies' New Camel's Hair

FELT HATS,

IN FASHIONABLE SHADES.

Special Line of Black French Merinos at 70c. & 75c. per yard—worth $1 00 and $1.10.

Black Lustre from 10c. per yard. Black Velveteens from 60c. per yard.

Also a quantity of Blankets and Flannels.

FURS BELOW COST.

NEW BUFFALO ROBES,

Trimmed and Untrimmed, CHEAP.

Horse Rugs Below Cost.

BOOTS & SHOES

in every Style and Price.

CLOTHING well assorted; Men's Tweeds, Coat-Trowserings, &c.

Stationery and School Books

Large Stock of

GROCERIES,

including Canned Goods, Preserves, &c.
HARDWARE, (Glass from 7x9 to 30x15, Wholesale & Retail.)
A few Barrels of MESS Beef and Pork for Sale low.
KEROSENE OIL in Canadian and American.
Well assorted Stock of CROCKERYWARE and GLASSWARE selling at the same prices, as before the advance in the Tariff.
The public are respectfully invited to inspect the Stock before making their purchases.

RICHARD DAVIDSON.

NEWCASTLE, N. B.

In Store,

50 CHESTS TEA, very good and cheap.
100 Bbls. and half bbls. HERRING.
100 Qls. COD FISH.
20 Bbls. and half bbls. MACKEREL.

Pork, Flour, Meal, Molasses, etc.

Any of the above will be sold low.

ALSO, IN STOCK,

a full stock of

General Dry Goods,

At remarkable LOW PRICES.

ARGYLE HOUSE,

CHATHAM.

WM MURRAY.

Feb 17, 1880

Law.

AVIS.

UNE requete sera introduite a la prochaine session de cette province, pour changer la ligne qui se trouve entre les comtes de Kent et celui de Northumberland.

Rogerville, 4 Feb. 1880.

NOTICE.

A BILL will be introduced at the next session of the New Brunswick Legislature for an Act to change the line between the County of Kent and Northumberland.

ROGERVILLE, 4th Feby. '80.

Assessors' Notice.

The Assessors of Rates for the Parish of Chatham, having received the Warrants authorising the assessment of Taxes for the present year, as follows, viz:

On the Parish of Chatham, for County Contingencies:—

County Contingencies		$ 792 99
County School Fund,		1868 13
Alms House,		587 13
Fire District of the Parish of Chatham	$1,067 50	
Police, do., do.	1,172 25	
		2,241 75
Total,		$5,519 99

Hereby notify all persons liable to be rated within said Parish, to bring to the Assessors within thirty days from this date, true statements of their property and income liable to be assessed.

The Assessors also give notice that the Valuation List when completed will be posted at the Post Office, Chatham.

WM. MURRAY, PARK CONNORS, D.T. JOHNSTONE, } Assessors.

March 1, 1880.

INSOLVENT ACT OF 1875 AND AMENDING ACTS.

In the matter British N. T. Underhill, an Insolvent.

The Insolvent has made an Assignment of his Estate to me and the creditors are notified to meet at my office in Chatham on Monday the fifteenth day of March next at eleven o'clock in the forenoon to receive statements of his affairs and to appoint an Assignee if they see fit.

Dated at Chatham in the County of Northumberland this twenty eighth day of February A D. 1880.

JOHN ELLIS,
OFFICIAL ASSIGNEE.

NOTICE.

A Bill will be presented at the next Session of the Legislature to authorize the Northumberland County Council, to License

Commercial, Travellers, Peddlers, or Hawkers,

non-residents of the County, selling, peddling, or hawking therein and to make regulations respecting the same.

Dated 23, Feb. '80.

NOTICE.

I have appointed William Cottier of Newcastle my Deputy for the County of Northumberland to all whom it may concern

JOHN SHIRREFF
Sheriff of Northumberland County.

WM. A. PARK,

Attorney-at-Law, Solicitor,

NOTARY PUBLIC, CONVEYANCER, &C.

OFFICE:—OVER THE STORE OF W. PARK, Esq

CASTLE STREET

NEWCASTLE, N.B

Notice to Trespassers.

All persons are hereby forbidden to land on Bay du Vin Island, as has been the practice with some in the past, who have committed trespasses thereon by cutting trees and doing other damage. All such persons will hereafter be dealt with according to law.

J. & T. WILLISTON.

Sheriff's Sale.

TO be sold at Public Auction on Thursday the 10th day of June, next, in front of the Registry Office, Newcastle, between the hours of 12 noon and 5 o'clock p. m.

All the right, title and interest of Joseph White in and to all that piece or parcel of land, situate, lying and being on the South side of the Northwest Branch of the river Miramichi in the Parish of Southesk, bounded in front by the said river; Above by the Indian Reserve lands, and below by Lot number Twelve, and in rear by the second tier of lots; and is known as Lot letter N in the grant thereof to the late Neil McLean, deceased; and contains 185 acres more or less, being the same land and premises on which the said Joseph White now resides:—except the small piece of the said Lot heretofore conveyed by the said Joseph White to the Trustees of the Presbyterian Church for a manse.

The same having been seized under and by virtue of an Execution issued out of the Northumberland County Court, at the suit of Oliver Willard against the said Joseph White.

Sheriff's Office, Newcastle, this 23rd, Feby. A.D. 1880,

JOHN SHIRREFF, Sheriff of Northumberland Co.

LEE & LOGAN,

Received per "Eliza A. Kenney," from Liverpool,

50 Bbls. Guinness PORTER qr'ts.
30 do., do., " pints.

Received per "Victoria," from London

60 Bbls. Bass' ALE, quarts.
30 do., " " pints.

Received per "S. B. Welden," from Liverpool,

50 cases Kewney's OLD JAMAICA RUM.

Received per S.S. "Moravian," from Glasgow

30 octaves Old Scotch WHISKEY,

Received per S.S "Victoria," from London,

150 Half Chests Congou TEA,
200 Cadies do., do.

Received per S.S., "Sarmation," from Liverpool,

60 Cases Geo. Roe, & Co's. WHISKEY.

Received per "Ada Barton," from Liverpool,

30 Octaves IRISH WHISKEY.

Received per S.S. "Lucerne," from Glasgow,

20 Octaves Old Scotch Whiskey,
150 Cases do., do., do., qts. & pts.

Daily expected per "Mathilda," from France.

75 Octaves Pale & Dark BRANDY,
20 ¼ Casks do., do., do.
300 Cases, do., do., do., qts. & pts.

Daily expected from Holland,

50 Quarter Casks GIN,
400 Cases do.

FOR SALE LOW, BY

LEE & LOGAN,

45 and 47,

DOCK STREET, - - - - ST JOHN.

Wanted.

A Milch Cow, lately calved or about to calve. Apply to "ADVERTISER," "Advance" Office.

Miramichi Advance,

CHATHAM. - - - - - MARCH 11, 1880.

The I. C. Railway Debate.

Our readers have, no doubt, read the newspaper reports of the debate in the House of Commons, which arose on Mr. Anglin's motion for papers, showing the condition of rolling-stock, etc. The *Hansard* Reporter, which is at hand, shows that the discussion was much more full than the press indicated, and that the Railway management, though defended by the redoubtable Sir Charles and his allies, came off second best. We transfer the whole debate to our columns *from the "Hansard."*

MR. ANGLIN.

Mr. Anglin moved for an Order of the House for a return showing what locomotives, first class passenger cars, box and platform freight cars, snow ploughs, and other rolling stock were awaiting repairs in the workshops of the Intercolonial Railroad, or at any station, or any place along the line of the Railroad on the first day of February, 1880. He said: I make this motion because I have heard it stated, on what I believe to be very good authority, that a very large number of accidents have occured on the Intercolonial Railway, within the last few months, and that the rolling stock of that road has been reduced to a very deplorable condition. It has been stated in this House, that the efficiency of the road is thoroughly maintained, and that the plant and rolling stock were never in better condition than at present. Any number of repetitions of a statement of that kind will not convince the public of its truth, unless it is supported by evidence of a strong and satisfactory character. I think it would be necessary only to appeal to the experience of the hon. members of this House, coming from the Maritime Provinces to throw the strongest doubt upon the accuracy of that statement. Accidents have been very numerous. To my own knowledge, the arrival of the northern mail from the Upper Provinces at St. John, during some weeks past, has been very irregular—some days two or three hours late, and some days seven or eight hours late. The report always was that the mail train was delayed, either because of some freight train having broken down, or because the mail train itself had suffered a calamity of some kind. I heard a few days before I came up here, from a respectable gentleman from my own country, a touching account of the hardships he had had to endure. He drove in the first place, sixty miles, to take the train at Bathurst, and arrived there an hour before the train was due. He went to the railway station and remained there from ten o'clock at night until about seven o'clock the next morning, before the train arrived. News came from time to time, that the train was on the road, detained by some accident, but that it would arrive shortly. He and others were detained all night at the station, waiting for the train. When the train arrived in the morning, he was compelled to take passage from Bathurst to Moncton in a smoking car, because the first-class car had given out on the way. This was one of many accounts of accidents on that road. Sometimes it was the track that was torn up, sometimes a wheel of one of the cars that gave way, sometimes the locomotive itself had broken down, and so delay was occasioned until some other locomotive came to the rescue. On more than one occasion, I think, passengers have been compelled to travel long distances in second-class cars. I have seen it stated in the newspapers that, on one occasion, a car gave out and the passengers were divided, the women and children being put into the Pullman car, and the men into the smoking car. I have heard a gentleman sitting on the other side of the House state that, in the first place, he was delayed because the regular passenger train did not arrive in time; the mail train, however, made its way to the station where he was waiting; after much difficulty he forced his way into that train despite the conductor; at Campbellton this train was stopped because one of the car wheels gave way; at Chaudiere, Quebec, the same train was again stopped because another wheel had broken down; and so they made their way along this road. I have heard an hon. member from Prince Edward Island state that he was four days on the road from Moncton or Pictou. One day he was detained at Campbellton, that being on Sunday, but three days were occupied in doing the work of two days. There are many other members in this House who could recount experiences of a similar kind. These accidents have occurred so frequently that the impression is general that the road and rolling stock have been allowed to fall into a very bad condition indeed. I heard, as I was coming up, of a rather characteristic accident, in which the whole bottom of a car had all but fallen out of it. I have not made any effort to gather up a large number of cases, as I might have done, but I do assure the hon. the Minister of Railways that he is entirely mistaken if he supposes that any assertions or assurances of his, no matter how sincere he may be, no matter how earnestly they are made—he is always earnest in making these statements,—will satisfy the public that the road is efficiently managed, and that the economy he is pursuing there is a true economy. Many of us in the Lower Provinces were inclined rather to laugh at one specimen of this economy. The rumour spread that, in order to save the expense of polishing the brasswork on a number of locomotives, all the brass was covered with paint, and this we now know to be true. However, I am not disposed to quarrel with any saving which will not impair the efficiency of the road, or deteriorate the character of the rolling stock. In a country such as this, where we cannot afford to waste any money, I would be rather disposed to commend the extraordinary economy of painting the brasswork of the locomotives, for the sake of saving the expense of polishing them. The rumours of which I have spoken reached me in such a way that I can scarcely doubt their truthfulness, but I wish the Minister to understand that I have obtained none of my information from parties connected with the road; I never put a question to anyone connected with the road, nor have I ever spoken in regard to the condition of the road to any of the employes who were appointed on my recommendation, or who were appointed by the Liberal Government.. and, indeed, I have always been careful to abstain from affording the slightest pretext for treating any gentleman so situated as an enemy of the Government. Perhaps, if I did seek information by that means, I could submit to this House a much stronger case than I have now submitted. But the matters I have stated are matters of notoriety, and are discussed freely amongst the people of the Lower Provinces. They are matters which have been discussed very freely amongst the members on both sides of this House since we began this Session. The rumour I refer to is that, some two or three weeks ago, there were no less than thirteen locomotives waiting for repairs at Moncton, in a condition which rendered them entirely unfit to be used on the road. If this is true, it can scarcely be contended that the rolling-stock of the Intercolonial has, during the past year, been maintained in the excellent condition in which it was found when hon. gentleman opposite took office. At that time we could all point to the Intercolonial with pride as being inferior to no railway, and superior to nearly all, on the continent. I hope and trust sincerely that the Minister of Railways will be able, not merely to assert that the road is in as good a condition now as formerly, but prove conclusively such is the fact.

SIR CHARLES TUPPER.

Sir Charles Tupper: I am quite aware that the hon. gentleman who has just given such a graphic and deplorable account of the Intercolonial Railway is only re-echoing in the House those statements which a party press has been generally diffusing throughout the country. But I am consoled by the reflection that it is nothing new to see a great organ of public opinion sacrificing, as far as it can, the interests of the country, to misrepresent the conduct of its political opponents. The people, for ten or twelve years, could not take up this paper, the leading organ of hon. gentleman opposite, without noticing a column of "smash-ups and crash-ups" on the Grand Trunk Railway. Generally, it has been inserted from Monday morning to Saturday night, with denunciations of the gentleman in charge of that road, who, if the organ of the party of hon. gentlemen opposite is to be believed, was the most unfit man in the world to

POOR COPY

coming up from Halifax, blocked up, stopped and paralysed a great number of railroads; that the great and sudden changes of weather have tried the rolling-stock of the Intercolonial in a very unusual manner? But, notwithstanding this fact, and that the purchase of the Riviere do Loup Branch, 124 miles of additional road, without time to obtain rolling-stock to operate it, has severely taxed the rolling-stock of the Intercolonial, we obtained from the Grand Trunk Railway all the locomotives we could, but we could not obtain what were necessary to operate the road. We are now having locomotives manufactured for the road. Thus, the managers of the road have been placed in very great difficulties. Rolling-stock could not be ordered until the title of the Riviere du Loup Road was obtained by the Government, which was only in August last. It was not possible, afterwards, to procure the necessary rolling-stock for the demands of the road. All the principal officers of the Intercolonial were in the service of the late Government, and I have the utmost confidence in them. I have already said that any economy obtained by allowing the road and rolling-stock to deteriorate would be the greatest extravagance. I am prepared to show that all those attempts to alarm the public mind, to prevent people travelling on the road, and to prevent its success, are unworthy, and are founded on misrepresentations, and that the management has been so successful as to have enabled the Government, with a decreasing traffic to show, instead of an enormous deficit, the previous deficit reduced to a comparativeiy insignificant figure. I am glad to be able to assure the House, notwithstanding all detraction, that the condition of the rolling-stock is all that could be expected, and will compare, most favourably, with that of any other road. Hon. gentlemen opposite ought to know that, down to last year, the rolling-stock of the Intercolonial was charged to capital account, and cost $125,000 for the years 1877-8. How much rolling-stock does the hon. member for Gloucester suppose that, with the exception of three locomotives, was put on as a charge to revenue? One postal car. We have maintained the road and rolling-stock and reduced, something like $500,000 of a deficiency in their time, to less than $100-000, which I confidently expect in a year to extinguish altogether. I expect its revenue will suffice for its expenses, unless hon. gentlemen opposite, by just such unpatriotic speeches as have been made to-night, based on idle rumors, so alarm the public mind as to prevent the road performing the duty expected of it by the country. I put it to the people whether the fact that not a passenger on the Intercolonial lost his life last year is not a proof of the falseness of the stories as to its improper condition. In so attacking the Road, people are only echoing the most malicious and unfounded slanders published by the party organ of hon. gentlemen opposite—an organ which, as I have said, after devoting twelve years to the work of breaking down the character of and holding up to execration the Manager of the Grand Trunk, proved ready to take it all back, and sustain the same man as the ablest public man for a Railway Manager to be found in this country, when it suited the purpose of its party to take that course.

HON. MR. MACKENZIE.

Mr. Mackenzie:—I have no intention of entering on any discussion of the condition of the Intercolonial Railway, until I have examined the documents brought or to be brought before the House. I asked the hon. gentleman not to continue such gross attacks upon members on this side of the House, without a particle of justification for them. I defy the hon. gentleman to point out a word I ever said, anywhere, since I left office, about the Intercolonial, either to its disparagement or injury.

Sir Charles Tupper: I do not think the think the hon, gentleman understands me to make any reference to him.

Mr. Mackenzie: You said the words—the gentlemen opposite and their organ.

Sir Charles Tupper: I referred to the *Globe* as the organ of the party, and the remarks of the hon. member for Gloucester (Mr. Anglin) and the hon. member for Inverness (Mr. MacDonnell).

Mr. Mackenzie: To what they said in the House?

Sir Charles Tupper: Yes.

Mr. Mackenzie: The hon. gentleman alluded to political gentlemen here making disparaging and untrue remarks about the Intercolonial Railway, and now it appears that he is not able to lay his finger on any such observation. He charges us, besides, with doing great injustice and injury to a public work. Are we never to say a word about any Government work for fear of injuring it? Are we not to be able to expose mismanagement of this road for fear people shall cease to travel by it? The hon. gentleman wants to shut every man's mouth and prevent a free discussion in this House in order that he may be able to continue his mismanagement of this work. There is no member of this House who has travelled over this road to take his seat, to whom I have spoken, who has not told the same story. Some of them have met with three accidents in the course of one journey, and the prevailing opinion is that the rolling stock has run down to such an extent that it has really become unsafe.

Sir Charles Tupper: No.

Mr. Mackenzie: Why, the hon. gentleman has admitted that, owing to a train of circumstances, a very large number of accidents has taken place within the last three months. He does not deny that an unusual number of accidents has taken place, but he says that they were caused by snow storms. Why, a large number occurred when there was no snow. The hon. gentleman makes an attack upon the *Globe*. I dare say the *Globe* is able to defend itself, but I would like the hon. gentleman to point out any passage in that newspaper that will justify his extraordinary statement. That paper very probably denounced the mismanagement which existed for many years in the direction of the Grand Trunk Railroad, where much public money was sunk. It is the business of every newspaper to denounce mismanagement of this character. Everyone knows the hon. gentleman's friends made the Grand Trunk a political machine in the past, as they are making the Intercolonial a political machine in the present time. The hon. gentleman's puny attack upon a great newspaper is only to be laughed at. We will be able to see, from the statements to be laid before the House, in what condition the traffic of the road is. We will be able to see how much traffic has been carried over the road. The hon. gentleman speaks of the decrease of the traffic. Has the traffic, then, really decreased? The traffic was rapidly increasing at the time I left office, and everything was in excellent order. Now we are told, by every person that travels over that road, that not only the rolling-stock, but the road bed is getting into a dilapidated condition. It is he duty of every member of this House to see that, even for economic reasons, this great national highway, which cost so much to build, shall be maintained in a proper state of effiiciency. The hon. gentleman was never slow in attacking the policy of the late Government in reference to the road. At the time of the General Election he got a Mr Black to grossly misrepresent statements made in my office and elsewhere, and he came out with false statements in the Halifax papers in order to influence the elections against us. That man was afterwards rewarded by being appointed to a position on the road which he was not capable of filling. This road has been used as a political machine, and the hon. gentleman will find that he will not be able to prevent a free discussion of the mismanagement of this road of which he has been guilty.

MR. DOMVILLE.

Mr. Domville: The hon. member for Lambton (Mr. Mackenzie) says that there is not a single member who has passed over the road who has not met with an accident.

Mr. Mackenzie: That I spoke to, I said.

Mr. Domville: There is the hon. member for St. John (Mr. Weldon).

Mr. Weldon: but we were delayed a little by a break down.

Mr. Mackenzie: There is another testimony.

Mr. Domville: Well we did break down on the road. The engine which took us to Metapedia got out of order, and we were detained there for an hour, but we got into Montreal on time. With reference to the remarks of passengers, about the dilapidated condition of the rolling stock, I cannot understand how a first-class passenger can obtain much information about the rolling-stock on his journey over a road covered with snow or about the road-bed. The hon. gentleman would hold a member of the Cabinet responsible for acts of his subordinates. I have no doubt that there are faults to be found with the road, as with all roads, but I think to throw discredit on that road, is not fair to the Lower Provinces. I think the hon. gentleman should have made a specific charge. He should have stated the real grievance, and have explained how the rolling-stock was diminished. I have not observed the depreciated condition of the road, and I should be loath to accept it as a fact, until I knew it to be so, until I was assured of it from a more reliable source than mere rumour, as it is most unjust to the operatives of the line to complain in general terms, without being able to substantiate such precarious charges.

MR. MACDONNELL.

Mr. MacDonnell (Inverness): I am sorry that the hon. the minister of Railways should have charged me with trying to create an alarm as to the efficiency of the road in question. I simply, in as few words as I considered necessary, asked for information, a few days ago, in regard to the number of accidents which have occured on the road since the first day of January last. I did so, as I stated at the time, for the purpose of dissipating any alarm that existed in the mind of the public as to the state of the road—if such alarm was not well founded. The hon. gentleman said, in reply, that he was happy to be in a position to bring before this House a statement of efficiency. Now, however, the hon. gentleman admits that the road is not in an efficient condition. He says that the purchase of that section of the road from Riviere du Loup to Point Levis, was a great strain on the road, and he apologises on that account for the inefficient state of the road-bed.

MR. SNOWBALL.

Mr. Snowball: I have had opportunity of ascertaining some particulars in regard to the management of the Intercolonial. I can assure the hon. the Minister that there are portions of the country in which complaints are numerous in reference to the management of the road. The section of the country in which I live is deeply interested in the Intercolonial, and it would be a great loss to us if anything should occur that would interfere with the usefulness of that road. But I must say, in support of what has been said in this House, that the complaints made against the management are very strong, Persons from all sections of the country who have occasion to pass over it complain strongly in reference to the condition of the road. In travelling over it, a few months since, to Halifax, the train at the way station at which I embarked was four hours behind time. I know of no reason why the train should have been behind time on that occasion. We arrived in Halifax three hours behind time. It was quite a serious matter for the steamer that should have got away at 2 o'clock, but did not, in consequence of the train being late, get away until dark. The complaints were general amongst the passengers, on account of this delay, and I understand that this detention of the steamers in this way is not an uncommon thing. The passengers who came down on that train complained of the road being rough. On my return from England we experienced undue delay in getting away from Halifax. I do not blame the Minister for this, because he could not control it. We arrived at 8 o'clock in the morning and were informed that we would get away immediately. but instead of that, we had to wait in Halifax four hours—until 12 o'clock—and only two hours before the departure of the regular express. After getting under way, we commenced to lose time, and did not arrive at Moncton until the time the regular train was due there. It was a clear, cold day, and this further delay should not have occurred. We left Moncton and partly ascended the grade, when to our surprise, we came down again. This they kept up for a considerable time. I had been away from home for some months, and, being so near home, I was naturally uneasy at this detention. I got off the train to ascertain the trouble, and found we had to go back to Moncton for assistance. At Moncton an engine was obtained, which shoved us up the grade. Further on, the train continued stopping. Upon making enquiries in regard to this stoppage, I was told the axles of the engine, which had just come out of the machine shop and had not been previously tried, were red hot, and that they were in danger of being twisted off. After a great many delays, we got as far as Barnaby River. The next mishap we met with was the breaking of the flanges of the wheels of the postal car, which in consequence, got off the track, cutting it up for some distance, and doing other damage. It was said that this accident would not occasion more than a couple of hours delay, but being only two miles from the Junction, and being also in a hurry, I started to walk. I was told subsequently that the train was delayed from 11 o'clock, the time at which the accident took place, to 7 o'clock in the morning, and, as the ordinary express was coming up behind, that train also must have been detained. After they started in the morning, I understand that other mishaps occurred, but these, as I was not then on the train, I will not refer to. Now, there seems to be cause for complaints, and I am surprised that more has not been said than has been. The hon. member for Gloucester has said that there are a large number of locomotives in the round-house at Moncton under repair. I know that, about the first of January, there were eight locomotives at Richmond, some of which had been there for nearly twelve months. I think that, in view of these facts, an inspector should be sent over the road, and something should unquestionably be done in the matter. The public complain that locomotives are hired from other railways, as the Minister of Railways admits, to do the work of the road, whilst a large number of our own locomotives are lying in the shops, and the shops almost idle and without mechanics to repair them. I do not think the Government are justified in discharging employees and in reducing the time of those employed when there are thirteen locomotives lying in the machine shops at Moncton and eight at Richmond for repair. It is stated that, under the late management, each locomotive was required to take so many loaded cars, and I believe the minimum was fourteen or fifteen. It is now asserted that it is hard to find a locomotive that can take twelve full cars, instead of being able to take about twenty. If these facts are true, this, I consider is the place to ventilate the grievance. I know that my constituents would not excuse my neglect of duty if I did not raise my voice upon this question, and I do so in a friendly manner. My experience of the road is that it is a very rough one. Inured by constant travelling to hardships, I can sleep almost upon any railroad, but I must confess my inability to sleep on the Intercolonial. These things undoubtedly require investigation, and, unless something is done energetically and quickly, the road will get a reputation it will take a long time to remove.

MR. M'KAY.

Mr. McKay: If the story told by the hon. member for Northumberland (Mr. Snowball) and all the incidents are as greatly magnified as one portion of it, then it is a pretty good story. I was aboard that train as far as Truro. After we left Moncton, we got stuck in a cutting, and, as soon as we returned, an engine was procured which pushed up through that cutting. The road was very heavy, and, before we got to the Junction, something did happen, and we got off the track. We were there some two hours instead of being from seven o'clock to eleven o'clock the next morning.

MR. BOULTBEE.

Mr. Boultbee: I only rise to take exception to some remarks that were made by the hon. member for Northumberland (Mr. Snowball). He said the condition of this road was made the subject of a grievance, and that the country was calling upon us to take a stand in the matter. Now, I take exception to those remarks altogether. I think the country is not calling on us to take any such stand. I am surprised that such charges should have been made as these—all, with one exception, made on the tongue of rumour. It does seem to me extraordinary, that hon. members should get up and make charges which they are unable to substantiate, except by saying that they heard that such and such was the case. That is not the way our business should be done, and, if charges of this kind are to be brought forward, the public will expect to have them supported by some sort of proof. With regard to the reference of the hon. member for Gloucester (Mr. Anglin) to the alleged reports circulated against this railroad, I am sure that neither you, Sir, nor any man in this House, ever travelled over a long reach of railroad, without hearing every man, and every woman, and especially the old women, begin to talk of the evils of the road, how the train shook how it bumped on the track, how, many accidents had occurred on it, and so on; and that is the sort of information the hon gentleman formulates against this Railroad, upon which the present Minister of Railways has effected such a satisfactory reduction in the expenditure of the country. I have not heard such rumous against the Intercolonial Railway as have been referred to as being made in the newspapers. I have not seen any of these attacks upon it in the public press; but I see that an hon. Senator, the other day, in his seat in Parliament, stated that the Intercolonial Railway, with its rolling stock and all its appurtenances, was in a very good condition, and that gentleman was one of the Commissioners who built the road. There was a man who might be said to have authority on the subject, stating that the Intercolonial Railway is in a very satisfactory condition. There is one gentleman, the member for Northumberland (Mr. Snowball), who goes further than the other gentlemen. He gives his own experience, and, if one, while listening to him, had his eyes shut, he would have imagined that the hon. gentleman was one of those ancient personages to whom I have alluded just now. I never heard such an amusing account of railroad travel; but, the hon. gentleman so mixed up matters that it was impossible to tell whether the incidents occurred on that one night that he was kept away from the bosom of his family, whether they occurred in one night, or one day, or one trip, or during a period of four months; and we do not know whether he was suffering from his own absurd imaginations, or from the effects of the absurd stories of those with whom he was travelling; and how it is possible that he lived, suffering from hunger and the bumping about of this train, unable to sleep by night, and, I presume, unable to sleep by day, if he could not sleep by night. I am at a loss to divine. But I understand the hon. gentleman is an expert in those cases. He has a railroad of his own; he has been the President or Manager of a railroad,—not one, however, stretching over a distance of 800 miles, and passing through districts, in which, especially in winter, delays in the arrival and departure of trains are unavoidable; but his railroad is only 5 or 6 miles long; he can survey his own railway very easily from the top of any high stump in the vicinity. His experience as a railroad proprietor has not been successful, though his line is only five miles long. It went wrong somehow, and the hon. gentleman desires to get a portion of the rolling-stock from this already depleted Intercolonial Railway and the aid of its staff, to assist him in working his gigantic undertaking. There is an expert for you. If the Intercolonial Railway is in the terrible state which he says it is, then the country calls upon him, it demands that he shall not assist in its depletion by taking away its rolling-stock to supply his own road. It wants its stock and staff as much as his road does.

MR. ROBINSON.

Mr. Robertson (Shelburne): At the risk of incurring the displeasure of the hon. the Minister of Railways, I may say that I was a passenger on the train with the hon. member for Northumberland (Mr. Snowball), and I can confirm his statements. The hon. member for Colchester, (Mr. McKay), was also a passenger and one of the principal grumblers at the delays which occurred. Reports are current in the Lower Provinces against the management of the Intercolonial Railway, and you may take up any of the newspapers, whether Conservative or Liberal, and find almost every week, and sometimes two or three times a week, reports of accidents on that road. Almost every train carrying the mail from Halifax to Montreal is delayed ten hours at least. The rolling-stock is not in complete repair, and along the line of the Intercolonial much dissatisfaction prevails in reference to its present management.

MR. ANGLIN.

Mr. Anglin: The House must have remarked that the tone and manner of the hon. the Minister of Railways, when he replied to the remarks I made when introducing this resolution, were the tone of one who was deeply hurt, and the manner of one who felt that the charges made against the management of the Intercolonial Railway are very serious, and that it is impossible for him to answer these charges satisfactorily. He charged me with having denounced the Intercolonial Railway, and then he attacked the *Globe*, and he so mixed myself with the *Globe* that it was impossible to tell when he was attacking me, and when he was attacking the *Globe*. He charged me with being unpatriotic, and he spoke of the introduction of this resolution as part of a system of attacks commenced by the *Globe* for partizan purposes; and he said that we sought, by throwing discredit on the road, to prevent its doing the work it would otherwise do, and deter persons from travelling over it. I contend that my course is truly patriotic; I am simply discharging one of my duties to the country, as one of the people's representatives, when I submit for the consideration of the House of Commons the statements I have made. All I desire is that this railroad shall be put into proper condition, that its rolling-stock shall be safe and sound, and that it shall have restored to it the high character it once bore, and which has been destroyed within the last few months. It is too well known to the people of the Dominion, and to many in the United States, that, of late, the mails are frequently delayed on this road, and that accidents are continually happening on it. Quite recently, a man was killed on that railway. We cannot hide these facts; and, even if we could, would it be our duty to conceal them, and allow the management to go on from bad to worse, until the road become impassable? No, Sir, it is our patriotic duty to raise our voice against such a management, and to warn those in charge that the road must be put in a better condition. In stating that in some respects there had been an increase of expenditure, I did not mean to make an insinuation, as the hon. the Minister of Railways ingeniously puts it; I merely made a plain and simple statement of facts. The hon. gentleman contradicted himself with regard to the condition of the rolling-stock, for he maintained in the first place, in fact he stated more than once, —that the road and rolling-stock were in a state of the highest efficiency; and afterwards he said the rolling-stock was over-taxed, because the Government has been in possession of the road from Riviere du Loup to Point Levis for the last few months. I think it was the general impression, some two years ago, that the Intercolonial Railway was thoroughly equipped, indeed that there was an excess of rolling-stock of all kinds; and the addition of some 120 miles of road ought not to have overtaxed the rolling-stock as the hon. gentleman has said. They were unable, he says, to find a sufficient number of locomotives to do the additional work. Why did they not keep the locomotives they had in repair? Several of the men who were discharged from the workshops at Moncton, were still at that place waiting for employment, and there need have been no difficulty in keeping the locomotives in proper repair. When the rolling stock was falling into such a condition, why were so many men discharged? Why were the hours cut down to eight hours a day at Moncton, while at Richmond the men were working ten hours a day? Whatever the reason was, there were plenty of men to do the work, and ample means for doing it; yet, for some reason unexplained, these locomotives—thirteen, it is said—were allowed to remain out of repair at Moncton. We have the statement of the hon. member for Northumberland that there were eight locomotives waiting at Richmond to be repaired, and one of these has been waiting for twelve months. Why were not these repaired? It was not for want of workmen or workshops. It was not my intention to work up a case. If I had wished to do so, I could have worked up a case of a much more serious character. Somebody charged me with not having sustained my statement by evidence. I have stated what I knew personally. The hon. members for Inverness (Mr. MacDonnell), Northumberland (Mr. Snowball), Shelburne (Mr. Robertson), and even the hon. member for Colchester (Mr. McKay) himself, have furnished most conclusive proofs of breakdowns, delays and accidents, which fully

Continued on fourth page.

Venner on March and April.

Mr. Vennor writes to the Montreal *Witness*:

SIR,—With the last day of February, I catch up my weather line again. And now for "March the old buster that comes in with a bluster;" I am pleased to observe that he comes in this time natural-like, and does not attempt, as he sometimes does, to conceal what "old winter" still has in store for us. He, however, certainly forgot that February rejoiced in twenty-nine days this year. March, then, will or will not support my forecast of September last, wherein I stated, "but the outline presented to me just now depicts the heaviest snow falls as characterizing chiefly the latter half and end of the winter." (*Witness*, Sept. 1st, 1879). From this date snow falls ought to commence to score. Strange as it may appear to some, the closing day of February and the entry of March, gave me, first, indications respecting the weather of the first week of April, and next, for the 15th, 16th and 17th days of March; and as these indications besides being the first, are the foundation of the following forecast of March, I shall first refer to them. April, then, I sketch as entering cold and stormy with snow up to the 4th or 5th day, after which cold rains may continue to about the 10th, the 3rd and 4th days being probably the most wintry. Next, I foresee a cold term ending in a heavy snow-fall on the 15th, 16th and 17th days of March; the 16th and 17th to be the days of snowfall.

The third indication I have beings in the 5th, 6th and 7th days of March for both cold weather and snow; the 13th for snow again, and the 15th and 16th for cold. Snow-falls are also likely to occur on the 1st or 2nd, 21st and 22nd, and the 27th, one of these latter dates giving a general and heavy fall.

Between the dates thus given for cold and snow-falls, the weather of course may be expected to be mild and spring-like, consequently slush will abound. The stormiest part of March is almost certain to occur after the 15th of the month, and my American friends must excuse me, if I again include a moderate and reasonable portion of their territories in this last prediction. HENRY G. VENNOR.

1st March, 1880.

Miramichi Advance,

CHATHAM, - - - - - MARCH 11, 1880.

The Famine and Distress in Ireland.

The distress in Ireland is looming up gloomily and notwithstanding all the aid extended, those who are engaged in the work of administering the relief funds, appear to think the means at their disposal will run short just when they will be most needed. A Dublin despatch to the New York Herald says:—

"The distress in Ireland grows more widespread every day. It is only through the admirable machinery of distribution organized by the Mansion House and Marlborough Committees, that actual starvation is checked. The famine will probably intensify during the coming fortnight, after which, for a short period, it will be probably less severe, in consequence of the employment of labour in the sowing of crops. This done, the worst crisis will follow. Jonathan Pim, who is famous for his labours in 1847, told the correspondent of the *Herald* to-day, that the worst time would be the last fortnight in May, all through June, and the first fortnight in July. This is confirmed by experience. It is also the opinion of every authority on the subject. Mr. Charles Kennedy, an active member of the Mansion House Committee, told me to-day that he believed the present Committee could manage the distress for a considerable time, but their funds would be nearly, if not quite, exhausted, when the most crushing crisis arrived."

The New York *Herald* Dublin despatch of 6th ult., contained the following:—

The daily, hourly cry of distress in Ireland becomes more and more urgent and wide-spread. Every day reveals new horrors in the catalogue of suffering. The outlook for the coming months is gloomier than any prediction has yet painted. No language can describe the appalling privations, the utter destitution which prevail, but a vivid picture can be found in the statement and figures below. They are unexaggerated and well authenticated.

It is impossible to overdraw the situation, so rapidly do matters become worse. What might have been an exaggeration yesterday, will to-morrow be an underestimate. Some are living on one meal a day, of turnips or of meal. Thousands more are consuming their last potatoes. Local efforts are becoming feeble. The people are looking to the world for succor.

The following figures are compiled from the official returns of the local committees to the central bodies organized for the distribution of relief in Dublin, as well as from private inquiries made by your correspondent. They are vouched for by Protestant and Catholic clergy, gentry and public officials. Further returns are arriving daily in overwhelming numbers.

The returns by counties where the chief distress exists show the numbers of those suffering to be as follow:—

RETURNS BY COUNTIES.

Mayo	64,509
Galway	43,260
Sligo	42,930
Kerry	33,100
Donegal	28,000
Roscommon	26,150
Cork	23,896
Clare	19,360
Limerick	7,600
Tipperary	6,300
Leitrim	5,800
Wicklow	3,600
Monaghan	2,300
Westmeath	1,900
Longford	1,875
Kilkenny	1,790
Total	312,370

To illustrate the rapid increase of the distress, we may mention that in fifteen days after the above table was made up the returns in the hands of the Mansion House Relief organization showed that the number of suffering and destitute persons in County Mayo had increased to 80,285—or an increase of 15,776 and that the number in Donegal had increased to no less alarming a figure than 66,000, or 38,000 in the 15 days. The rate of increase in these two Counties, if applied to the others, would make the number of the destitute 493,520 or nearly half a million souls—twice the population of New Brunswick.

The three funds devoted to the immediate relief of these sufferers, according to the latest available returns at the present writing were:

Mansion House Fund,	$503,235.
Duchess of Marlborough do.	391,575.
New York Herald,	265,000.
	1,159,810.

Colonial subscriptions have gone chiefly to the Mansion House and Marlborough funds, in some cases through the British Government, and in others, directly. The managers of the Mansion House fund state that they will require £84,000 or $420,000 more than they have received, as above, to meet the necessities of those for whom they propose to provide, and the other committees engaged in the good work need as much as they can possibly get, or perhaps more. The most munificent private subscription made—and it will not, in all probability be equalled, is that of James Gordon Bennet of the New York *Herald*, who gave $100,000 on 6th February.

We are glad that a movement for aiding the fund is commenced under favorable auspices in Northumberland. Everybody ought to realise the necessity of doing something to save their Irish fellow-subjects from starvation—however small their means and however numerous and pressing the requirements of local charity may be. We understand that the Northumberland Committee's lists have been sent to different sections of the County, or rather to the several Councillors who, it is expected, will do themselves credit by the efforts they will make in behalf of a distress that appeals to the world for relief. The Councillors, in this matter, are called upon to lead in the good work because of their official position, and they should be aided by all good citizens, irrespective of local or personal prejudices, and with a liberality of purse and sentiment as broad as human charity itself.

A Serious Damage to the River.

We direct the attention of the Marine and Fisheries Department to the fact that several of the Fishery Officers of the Miramichi, have been chopping off smelt net pickets level with the ice between Middle Island and Oak Point; instead of drawing them as the law requires. Some of the fishermen drew their pickets to save being fined, and others left theirs standing—some being yet in their places near Rock Heads. These pickets are really spars from eight to twelve inches at the butt. They are driven into the river bed to depths of from five to eight feet and those chopped off will certainly endanger vessels—especially those of the smaller size. Will the Department enquire into this matter, and punish the officers guilty of either chopping off these spars or permitting it to be done? We are quite sure that ex-Overseer Perley would never have been guilty of such reckless disregard for the duties of his office or the interests of the port.

The Lobster Tin Drawback.

Isaac H. Mathers, Esq., of Halifax, who sought to open up a way by application, through Mr. Ogden in the House of Commons, to a settlement of a drawback claim and whose integrity was impertinently impugned by the Minister of Customs, writes to the Halifax *Chronicle* explaining the difficulties he met with in his endeavors to get justice from that gentleman's department. He shows that he could get no answers to his applications in some cases and was treated, altogether, in a most unbusinesslike way. He concludes his letter as follows:—

When stating to the House that I had already received $1,480 drawbacks, I think the Minister should have explained that he went back as far as the 1st January, 1879, for his figures, and that two-thirds of this amount was due me for my exports in 1878. For last year's exports I claim about $2,300, against which only $480 has been received, and for a portion of the balance I am unable at present to make any application, owing to the restrictions complained of, and which I have tried so ineffectually to have removed.

While on this subject, I may say that under the late Government every cent of duty paid on tin plates was refunded as drawback, and such articles as ingot tin, pig lead, bar and sheet copper, and muriatic acid, all of which are largely used by lobster packers, were admitted free. Under the present rule, and with 10 per cent. to 20 per cent. duty on these articles, a fixed rate of drawback per box of tin plates is allowed, which is "held to include the drawback on solder, acid or any and all other materials used," and which rate has never yet been equal to the duty paid on the tin plates alone.

"Railway Delays."

"*To the Editor of the Daily Sun*:"—

"The present mode of arrival of the Intercolonial express train is causing much dissatisfaction and inconvenience. Instead of arriving at 9.35 a. m. it is often one, two, three and four hours behind time. There is no excuse can be offered for this as there have been no storms to interfere. Merchants depend on their correspondence reaching them at a certain hour. I trust the railway authorities will see to it that this is not continued."

We find the above in the *Sun's* correspondence column and, as the delay of the express train going south has become the *invariable* rule and so many persons are inconvenienced thereby, it may be well to state the cause. When the time table under the "Winter arrangement" was made up the running rate over the Riviere du Loup portion of the road was calculated at 23 miles per hour. Subsequently, it was reduced to 18 miles per hour. (We give the figures from memory, and if not exactly, they are substantially correct.) This makes the train, even if everything goes well, and there is no unforeseen delay, some two hours late arriving at Campbellton. Sometimes a few minutes of this lost time are recovered between Campbellton and Moncton, but it often happens that additional time is lost, the result being that the Northern Express is, on an average rather over than under two hours late in arriving at Moncton; to prevent grumbling on the part of residents of Kings County who travel daily by the road to St. John, an *extra train* is despatched from Sussex about the time when the Northern Express *should* leave that station, so the fact that this important train is invariably and deliberately run two hours behind the time fixed by the official table is, thus, kept from the daily notice of those who might cause the change required to be made.

One effect of the time table being, in this particular, wilfully misleading, is that many passengers who leave points considerably distant from stations at the North to take the train, are often obliged to wait in the station buildings, subject to loss of rest cold and discomfort for hours together, when they might have remained so much longer at home. We do not complain because the rate at which the train referred to is run is less than 23 miles an hour. If it is considered unsafe to run at that speed, let it be reduced to a rate that is safe, but the Time Tables should not be so grossly misleading. So far as we have learned there is no attempt on the part of the management to deny the facts, but it is indolently said by leading officials who defend the existing state of things on all occasions "it is only one train that is put off its time and it is hardly worth while to change the Time Tables for that." These gentlemen seem to forget that the Express from Quebec is, perhaps, the most important to the travelling public. It is certainly one of the two principal trains run daily over the road, and the indifference manifested in regard to it is another evidence of the slipshod and careless spirit now so manifest all along the line, and which is rapidly gaining a very bad name for the Intercolonial.

Our Ottawa Letter.

DISMISSALS FROM OFFICE.

We have had, during the week a discussion on dismissals from office by the party in power. Astounding as it may seem, various members of the Government, from the Premier done to the Minister of Marine and Fisheries—and that is a long way down—denied that any dismissals had been made on political grounds,! But, then, it was *proved* that they had dismissed a Governor, a Dominion Arbitrator, the Deputy Minister of the Interior. The General Superintendent and the Superintendent of the Intercolonial Railway, the Superintendent and the Engineer of the P. E. Island Railway, a host of Customs, Inland Revenue, Post office, Railway Public Works and Marine and Fisheries Officials, and even a widowed postmistress. The facts made the denial look very badly, and recalls the nursery rhyme about him who does a fault at first and fibs to hide it, though in this case without success.

ANOTHER ACCIDENT ON THE INTERCOLONIAL

detaining the mail for Ottawa from the Lower Provinces for twenty-four hours, has kept public attention directed to the very unsatisfactory management of the road. This morning's *Citizen*, organ of the Government, contains a long telegram from Mr. Pottinger, explaining the affair. He tries to relieve the Department of responsibility by saying that there were the same train hands, conductors, engineers and train despatchers as under the late management, that the men are paid the same wages, and that accidents of more serious character occurred under "the late management"! Who asked Mr. Pottinger to report upon the late management? What people want to know is why, during an unusually favorable winter, there should be more accidents in four weeks than ever before occurred in twice that length of time since the road was opened. I believe this last accident is altogether without a precedent on the road—three trains in collision at one place. The Grand Trunk runs forty trains per day on its line, and yet Mr. Pottinger, in this instance, can't get half a dozen trains over the Intercolonial without having three of them wrecked! It is worthy of remark that when the railway management was under discussion in the House some time ago, at the very hour when Sir Charles Tupper was assuring "the House and the Country," that the road was never in more efficient condition, the through mail train for Halifax was dragging six hours behind time.

MORE RAILWAY CONTRACT MANIPULATION.

In the discussion raised upon Mr. Guthrie's motion for a return of causes taken from the Exchequer Court and referred to arbitration, the celebrated case of Murray & Co. vs. the Queen received some ventilation. The returns to an address of the House of Commons on the subject have been recently brought down. It will be remembered that the contract for Section 19, including the Bridge across the Restigouche and extending some nine miles beyond, into the valley of the Metapedia was in June 1870 let to S. Parker Tuck, and to be completed by 1st July 1872. He failed to fulfil his contract and the unfulfilled portion of the contract was about a year later than the first date let to Thomas Boggs and John R. Murray of Halifax. Tuck was to have received a lump sum of $395,-733 for the entire completion of his contract. He was paid for what he did up to the abandonment of the contract, $51.000. Later the new contractors were, at their request, relieved of the work of constructing the Restigouche Bridge and the amount of the contract price further reduced in consequence by $116,000, making their contract for $228,733. By the terms of the contract the contractors were liable to a fine of $2,000 per week for such time after the date named in the contract for its completion, namely 1st July 1872, as the work remained uncompleted. The contract was not completed till the autumn of 1874 when Mr. Mackenzie's Government were in power.

The contractors, now Murray & Co., Mr. Boggs having died, claimed on account of the contract and for extras the enormous sum of $490,007. They were allowed and paid $293,344, which it will be noticed, was largely in excess of the lump sum, which by the contract they were to receive—after deducting the amount paid to Tuck and the agreed deduction of $116,000 on account of not constructing the Bridge. The Government would pay no more, and so the matter remained for some time, when Murray brought an action by Petition of Right in the Exchequer Court, where in June 1878 Judge Fournier gave an interlocutory judgment referring the matter to the Registrar of the Court to take legal evidence respecting the particulars of the claim. The judge reserved the question of costs. At this stage a change of Government took place, and Doctor Tupper became Minister of Public Works, instead of Mr. Mackenzie. And significantly enough it was very soon agreed between the new Minister and his friend from Halifax, the contractor, that it would be very convenient to leave the matter to arbitration. Not to be paid and sworn Dominion Arbitrators or one of them, but to a person more suitable to the purpose of the arbitration and the wishes of the parties, viz. to Mr. Sam'l Keefer, C. E.

At this stage a curious incident took place. Immediately the arbitration had been entered upon, Mr. Murray's counsel applied for an advance of $500 "on account." This modest demand was at once met in the friendly spirit in which it was made, and we read in the minutes of the Privy Council, that "on the recommendation of the Hon. the Minister of Public Works" the Council advise that the sum of $650 be paid to John R. Murray on account of his claim, the same to be deducted from the amount which may be awarded him by the referee! To ask for an advance from the Government was pretty cool, but to be granted $650 instead of $500 asked for was really refreshing to the claimant and a pretty good indication that the Minister intended he should get an award. He was not disappointed. The Arbitrator awarded him $79,000 with interest thereon from April 1875 and $877 in costs, in all about $100,000.

Mr. Mackenzie, who had a thorough knowledge of the whole matter as it progressed has declared in his place in Parliament that the contractor was not entitled to recover anything, and in this view the majority outside of Parliament will concur. It was only another Tory job.

THE PACIFIC RAILWAY.

A discussion upon the Pacific Railway was the last important debate of the week. It would appear that we have already expended upon this work in various ways some forty millions of dollars, though at the outset the party now in power, in 1872 engaged to have it completed in 1882 at a cost of only thirty millions in money and fifty millions of acres of land. It is strongly felt in Liberal circles here that the further expenditure on Pacific Railway account for the present should be confined to completing the road to Red River, with possibly some extension into the fertile belt beyond. This view was partly disclosed by Mr. Mackenzie in his speech to-day.

We are promised the estimates on Monday and the Budget Speech on Friday, which will give more important matters for my next letter. K.

Ottawa Press Telegrams.

MARCH 2nd.

After routine, Mr. Sproule, a Tory member sitting on the Liberal side of the House called attention to the statement in the Hamilton *Times*, that he had been compelled to change his seat. He pitched into the newspaper men as did Mr. Plumb, who called them *gobemouches*, who were only allowed to be present by courtesy.

Mr. Rymal, in an amusing way, explained that he had said to Mr. Sproule that one of them must move, and it would not be him (Rymal.) Then he moved. (Laughter.) It is hinted that Mr. Sproule had given reasonable cause of offence.

THE INSOLVENT ACT.

Mr. Colby's Insolvent bill was considered in committee, Mr. Blake withdrawing his amendments, and leaving matters about Banks, Insurance, and Trading Companies to be dealt with by a separate bill.

PUBLIC OFFICERS.

The House in committee passed Mr. Tilley's bill respecting the security of officers of Canada.

[If Sir Leonard would secure the passing of a bill to prevent the appointment and dismissal of officials solely for political reasons he would confer a lasting benefit on Canada. ED. ADVANCE.]

THE ACCIDENT TO THE PRINCESS.

Referring to the address of congratulation regarding the accident to the Princess, Sir John A. Macdonald spoke seriously of the great danger to the Princess, and admitted that on the day after the accident, fatal consequences were feared. He said it was now hoped that no lasting injury would result and that complete recovery would take place. He moved, seconded by Mr. Mackenzie, that the House concur in the address. (Cheers.)

Mr. Mackenzie had great pleasure in seconding this. It was the first time a member of the Royal family was entrusted to our care. It was satisfactory to know that her Majesty, who had recently lost a member of her family by death, was not to have the pain of a like affliction in Canada. It was fitting that Parliament should pass this address, assuring the Queen that her daughter was surrounded by all loyal devotion and tenderest care. He was glad to know that Her Royal Highness, without permanent ill consequences, would live in the memory of the accident with the gratitude and hearty congratulations of the Canadian people. (Applause.)

Messrs. Langevin and Casgrain followed in French. The Address was agreed to and a message sent acquainting the Senate of the fact.

CRIMINAL PROCEDURE.

A discussion followed till six o'clock on Mr. Robertson's bill to amend the procedure in criminal cases, providing that when the public are excluded the prisoner's counsel may remain, etc.

March 3.

THE CANADA PACIFIC RAILWAY.

After routine, Mr. McLennan, in moving for a statement of all contracts let on the Pacific Railway, repeated the stock charges against the late Government. He spoke of the great expenditures in exploratory surveys and in the North West generally, of the delays, large salaries and unusual powers of the engine

POOR COPY

certain electors, the statements in which are denied by him and do not disclose facts affecting his seat, said petition be not referred to a committee.

Mr. Casey spoke as if closing the debate, but Mr. Bunster replied, objecting to having come 4,000 miles to listen to such bosh. If Mr. Hooper had a deficit of $32,000, had not Mr. Cartwright one of $1,900,000?

Mr. Anglin thought the last part of the amendment should be struck out.

Mr. Holton concurred in this, but was of opinion that no case was made out for reference to a committee.

Mr. Cameron consented to strike out the words "statements that are denied by him."

Mr. McDougall bore testimony to the high character of Mr. Hooper, whom he had assisted in his election. He hinted that Mr. Casey had allowed himself to be used by an enemy of Mr. Hooper.

The amendment was carried without division and the House adjourned at 10.30.

Parliamentary Committees.

The following are the New Brunswick Members of Parliament appointed on the Select Standing Committees for the present Session:—

Privileges and Elections:—Anglin, Costigan, Smith—Committee is composed of 32 members.

Expiring Laws:—King, Snowball. Weldon,—Committee is composed of 31 members.

Railways, Canals and Telegraph Lines:—Anglin, Burpee (St. John), Burpee (Sunbury), Costigan, Domville, Girouard, Haddow, Rickard, Smith, Snowball, Tilley, Weldon—Committee is composed of 112 members.

Miscellaneous Private Bills:—Burpee, (Sunbury), Gilmour, Haddow, Rogers:—Committee is composed of 67 members.

Standing Orders:—Costigan. Gilmour, Rogers,—Committee is composed of 42 members.

Joint Committee on Printing:—From the Senate; Odell and Wark; from the Commons, Costigan- Committee is composed of 15 members, each from Senate and Commons.

Public Accounts:—Anglin, Burpee (St. John), Burpee (Sunbury), Domville. Gilmour, Smith, Snowball, Tilley,—Committee is composed of 97 members.

Banking and Commerce:—Burpee (St. John), Domville, Pickard, Smith, Tilley, Weldon. This Committee is composed of 95 members and Mr. Domville is chairman of it, as he was last year.

Immigration and colonization:—Girouard, King, Rogers. This Committee is composed of 72 members.

Joint Committee on the Library:—Ferguson, O'Dell and Wark from the Senate and Anglin from the Commons. This Committee is composed of 22 members of the Senate and 16 of the Commons. Its Chairman is Hon. A. E. Botsford, Speaker of the Senate.

Latest From Fredericton.

The speech with which the Legislative session opens is quite long, but there is nothing of a very unusual character in it. It refers to the necessity of the prorogation on 26th ult. having grown out of the fire in the Legislation buildings; also to the death of the late Lieut. Governor, to the visit of the Governor General and H. R. H., the Princess Louise to the Province last summer, to the abundant harvest, the improvement of the lumber trade, the proposed exhibition, the Buctouche Tornado, etc. The three most important paragraphs are as follows:—

I have directed the recent correspondence relating to certain claims pending between the Federal Government and this Province be submitted to you, and I have great pleasure in informing you that these claims appear to be approaching a satisfactory settlement.

In accordance with the resolution passed during the last session, tenders for the erection and completion of new Legislative Buildings, in the City of Fredericton, have been called for and will be laid before you.

Measures relating to Schools, to the keeping of the Public Accounts, to the making of provision consequent upon the probable repeal of the Insolvent Law and other measures of importance will be presented for your consideration during the session, and I confidently recommend them with all other matters of public interest which may require your attention to the care of your wisdom and patriotism.

Rumor has it that Mr. Elder will move an amendment to the paragraph relating to the Legislative Buildings and that it will favor the removal of the Capital of St. John. It is said that this motion will have about seventeen members to support it.

The discovery of this fact may cause Mr. Elder to change his mind.

St. John members were to have met last evening (Wednesday) to arrange their programme of action.

It is thought that the Government still commands a majority, although it is a small one, and that the opposition will not make an attack upon the address.

The House sits in the Normal School Building.

Very little business was done yesterday, but it is believed that the Government intends to push business through.

The proposal to change and improve the mode of keeping the Accounts is a move in the right direction and one for which Mr. Secretary Wedderburn deserves credit.

New Advertisements.

ST. JOHN

BUSINESS COLLEGE.

"This institution is now in its thirteenth year. "During this time we have had frequent proofs of "its efficiency and usefulness, and have often di "rected the attention of our readers to the good "work done in preparing young men for commercial life. The opportunities it affords for obtaining a thorough drilling in Book Keeping, from "the simplest to the most complicated forms, in "Arithmetic, Penmanship, Business Usages "Commercial, Law, &c., are very valuable, and "such as, properly availed of, should be a certain "means of success to any honest and industrious "young man. We again congratulate the public "on the possession of a school of its character and "standing, and on the fact, that notwithstanding "the hard times it is still maintained in all its former efficiency."—*Daily News*, St. John, Feby. 28th 1880.

Terms:—$25 per qr.—Scholarships $50.

Diplomas granted on passing writen examinations.

Students can enter at any time.

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St. John, March 5 '80.

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The Subscriber is prepared to let or lease, for one or more years, the dwelling now occupied by her on St. John street, Chatham, together with garden and outbuildings attached. The dwelling has been thoroughly repaired and is to be further improved by painting, etc., immediately.

Possession given first May.

Farm to Let.

Also—the farm at present leased to Wm. Sullivan, located on the Wellington Road, about half a mile from the town of Chatham. If not let before the 15th of April, it will then be leased by Public Auction.

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MRS. ROBT. JOHNSTON, Jr.

MASONIC SOCIAL.

A SOCIAL PARTY will be held in the MASONIC Hall, under the auspices of the Northumberland Lodge, No. 417, F. & A. M., on the evening of

Tuesday, 30th March,

Dancing to commence at 8 o'clock.

TICKETS, - - - $1.50.

Proceeds in aid of the debt due on the Lodge Room Furniture.

E. LEE STREET,
Chairman.

Newcastle, March 1, '80

Miramichi and the North Shore, etc.

TENDERS FOR PAINTING are wanted by Mr. McDonald. See Advt.

FARM FOR SALE at Moorfield opposite Chatham—See Mr. McDermaid's advertisement.

MUSIC LESSONS:—See Mr. Harrington's Card. He has the reputation of being an excellent teacher.

OTTAWA NEWS:—We do not give our usual supply of Ottawa press telegrams this week as our regular letter covers the most important matters dealt with.

A LITERARY, MUSICAL AND SPECTACULAR entertainment of a very attractive character is to be given in Masonic Hall, Chatham, on Thursday, 18th inst. under the auspices of St. Andrew's Church.

ST. JOHN BUSINESS COLLEGE:—The above is one of the most useful of our educational institutions. It is a great convenience to St. John, especially; and we are glad to see that it maintains its popularity and efficiency. See Advt.

ATTENTION.—Ye citizens of Chatham and the neighbouring villages of the Miramichi! A little bird of the air has told us that there is to be an entertainment given in the Masonic Hall on the evening of the 18th inst. such as has never been witnessed in these quarters before. We have had the privilege of a private inspection of the programme, and can consequently assure our readers that a "rich and rare" treat is before them. It is sufficient to mention that this unique entertainment is being prepared under the auspices of St. Andrew's Church. From our past experience of what these good folks *can* do when they try, we have confidence in anticipating a "real good time." *Com.*

POPULAR LECTURE:—The people of Chatham will learn with much pleasure that the Rev. Dr. Burns of Halifax will deliver his Popular Lecture on "Abraham Lincoln, the Martyr President," in the Temperance Hall next Tuesday evening.

Dr. Burns has a reputation enjoyed by few as a Popular Lecturer and Platform Speaker. He is racy and eloquent. He gave his Lincoln Lecture in Halifax last week to a large audience although other entertainments were held on the same evening in the city. A rich treat is in store for Chatham next Tuesday evening. Doors opened at 7.30 p. m. Admission 15cts. for adults, and 10cts. for boys and girls.

Entertainment of the Chatham Temperance Reformers.

On Tuesday evening the Chatham Temperance Reformers held their weekly entertainment in the Temperance Hall. The chair was occupied by the President, Duncan Davidson Esq., and the meeting was opened with prayer by the Rev. Mr. McBain. Addresses were delivered by the Rev. Dr. Jardine and the Rev. Mr. McBain. Recitations were given by Masters Le Baron Shirreff, Harry Martin, Addie Shirreff, Mr. A. Burr, and Miss Susy Creighton. Solos were sung by Misses Jessie Templeton, Maggie Johnston, Mrs. Pallen, Annie Davidson, and Master C. Johnston. Instrumental music was given by Miss Sutherland and Choruses by the choir. Misses C. Johnstone and Sutherland, and Mrs. H. Pallen presided at the piano. The proceedings concluded with the National Anthem. The attendance was good.

The Rev. Mr. McBain announced in his address, that the Rev. Dr. Burns, of Halifax, would lecture in the Temperance Hall next Tuesday Evening on "Abraham Lincoln, the Martyr President." The Executive Committee of the Temperance Reform Club having kindly waived their right to the hall on that evening.

Aid for the Famine stricken.

On Saturday last the meeting of citizens of Northumberland, called by the High Sheriff for the purpose of considering the question of Irish Relief, took place in the Court House, Newcastle. John Shirreff, Esq., High Sheriff opened the proceedings by reading the following.

REQUISITION.

To the High Sheriff of the County of Northumberland:—

The Mayor of St John having invited our co-operation, the subscribers hereto request you to call a Public Meeting for the purpose of ascertaining which means this County can adopt towards assisting in the General Relief Fund for sufferers in Ireland, either in conjunction with the St. John Fund or independently, as may be thought advisable.

F. E. Winslow,	John Ellis,
Wm. Wilkinson,	W. Muirhead jr.,
J. B. Snowball, per. A. L.	J. T. Griffin,
D. Ferguson,	L. J. Tweedie,
† James Rogers, Bishop of Chatham,	
R. R. Haddow,	E. Lee Street,
J. Johnstone,	J. Nevin,
Wm Lawlor,	D. G. Smith,
R. Mackenzie,	Geo. Burchill,
J. P. Burchill,	John O'Brien,
Michl Egan, Pt.,	Enoch Flett,
C. C. Watt,	Joseph Hogg,
John Creaghan,	John Maltby,
Donald Sutherland,	John Ferguson,
Saml Thomson,	A. A. Davidson,
W. A. Park,	Michl Adams.

The High Sheriff said that in compliance with the above notice he had advertised a public meeting by the following:

NOTICE!

In pursuance of the foregoing Requisition I hereby give notice that a

PUBLIC MEETING

of the inhabitants of this County will be held at the *Court House* in Newcastle, on Saturday, the 6th instant, at 2.30 o'clock p. m.

JOHN SHIRREFF, Sheriff of North'd.

The meeting being convened Mr. Sheriff said it was for those present to organise. On motion of F. E. Winslow, Esq. John Shirreff, Esq. was appointed chairman and after he had briefly referred to the object of the meeting, Mr. R. A. Lawlor was appointed Secretary.

Several gentlemen having made suggestions as to the best mode of procedure to be adopted, it was, on motion of F. E. Winslow, Esq. decided to appoint a committee of three to prepare resolutions to submit to the meeting, and Messrs. Wm. Wilkinson, Q. C., S. Thomson, Q. C., A. A. Davidson, Q. C., were appointed as said committee. On motion of Mr. D. G. Smith the Committee was enlarged by the appointment of Jas. T. Griffin and Wm. Lawlor, Esqrs.

These gentlemen having retired for deliberation returned in a short time and submitted a preamble and series of resolutions, providing for the appointment if a general Committee, consisting of Rt. Rev. Dr. Rogers, Bishop of Chatham, F. E. Winslow, Esq. and the High Sheriff to whom would be assigned the duty of raising subscriptions throughout the County, through the Councillors for each parish, and such other persons as they—the Councillors—might associate with themselves.

Some discussion arose on the resolutions, in which Messrs. Wilkinson, Davidson, Councillors Lawlor and Adams, D. G. Smith, Winslow and others participated. Mr. Smith argued that the General Committee ought not to be limited to the Councillors for each Parish as the only persons with whom they should deal primarily and directly in the matter of obtaining subscriptions, because there were other leading gentlemen in different parts of the County representing the religious bodies, large business interests—lumbering etc., as well as other industrial elements, with whom it would be better to deal directly for the purpose of securing their co-operation.

Coun. Lawlor and other gentlemen of the committee, however, thought that the several Councillors would be better acquainted with persons within their parishes representing the interests referred to, than the General Committee, and it would be better to leave the resolutions intact as presented. And the meeting appeared to take it for granted that the Councillors would, from the fact of their holding, for the time, representative position, be the best persons to enlist the sympathy and aid of other prominent citizens within their several districts. At the same time it was thought the General Committee might suggest to the Councillors as co-workers such persons as they believed would best aid in promoting the objects in view.

His Lordship, Bishop Rogers, expressed his hearty approval of the object of the meeting and acknowledged the honor done to him by the committee in placing his name in their resolutions as one of the three gentlemen who were to form the Central Committee. He thought, however, that as there were clergymen in the County representing other denominations who were as well entitled as himself to the consideration extended to him and also as his coming Easter duties would probably prevent him from giving that attention to the work of the Committee which ought to be bestowed upon it, he would ask that some other gentlemen be named in his place. He assured the meeting that its labors would have his best wishes and prayers for success and to show how fully he was in accord with the object for which it was convened he would read a note which he had prepared in anticipation of the meeting's action, to accompany the check covering his subscription to the proposed fund. His Lordship then read the following:—

NEWCASTLE, N. B. March 1, 1880.

To the Chairman of the Northumberland Committee to raise aid for the Relief of the famine and distress now prevailing in Ireland.

DEAR SIR:—Regretting exceedingly that my means at present do not permit me to make a contribution proportionate to the merits of the case of distress which we desire to relieve, I beg to enclose my mite, together with my best wishes for the success of the holy work of charity in which yourself and colaborers of the Northumberland Committee, appointed at the meeting called by the Sheriff of the County, are so laudably engaged.

I beg to remain Dear Sir, with the highest esteem very truly yours, in J. C.

† JAMES ROGERS,
Bishop of Chatham.

After several gentlemen had expressed their appreciation of His Lorpship's position it was on motion ordered that the proposed Committee be enlarged to five and the resolutions, thus amended, passed, unanimously, as follows:—

"WHEREAS the lamentable destitution at present existing among our fellow subjects in Ireland, demands from all classes of the community the deepest sympathy, as well as all the material aid in their power to render for the relief of the sufferers;

"AND WHEREAS, in order to afford such aid, it is desirable that immediate steps be taken to raise funds by voluntary contributions from all sections of the County—

"RESOLVED that to this end subscription lists be at once opened in the different Parishes, and that a General Executive Committee of five persons be appointed to carry out the general purpose, and that Messrs. JOHN SHIRREFF, F. E. WINSLOW, WILLIAM LAWLOR, J. P. BURCHILL, and JOHN P. CREAGHAN, be such Committee.

"RESOLVED, That the County Councillors, in each Parish, with such other person or persons as they may associate with them, (and in the event of the County Councillors for any parish failing to act, the Executive Committee to name a committee) be a committee to solicit subscriptions and make collections in their respective localities, and pay the collections received by them into the Bank of Montreal, either at Newcastle or Chatham, to the credit of the Executive Committee.

"AND RESOLVED—That the Executive Committee, at as early a day as possible after the collections are made, do draw the funds and forward the same in such manner as they may think best to carry out the object the meeting has in view."

After some further discussion of an incidental character, Allan A. Davidson, Esq., Q.C., was moved to the chair and a vote of thanks was tendered to the High Sheriff which, being duly acknowledged, the meeting adjourned. The general committee organized at once and appointed F. E. Winslow Esq. chairman and Wm. Wilkinson, Esq. Q. C. Secretary.

The work of obtaining subscriptions to the fund was commenced yesterday and we observed on the principal town list the following:—

† James Rogers, Bishop of Chatham,	$30
Wm. Muirhead,	30
J. B. Snowball,	30
F. E. Winslow,	15

We understand that it is the intention of the Councillors for Chatham to associate leading business men, clergymen and others with themselves in the work. The Councillors in other parishes will, doubtless, do the same thing.

Mr. Youmans' and his Concerts.

Mr. Youmans' second concert, on Friday evening last, in Masonic Hall Chatham, was an encouraging success although the heavy storm prevailing must have kept a large number of persons from attending. Owing to the pressure of matter of a more generally interesting character upon our columns, we are obliged to condense our reporter's notes of the performance, but it is due to Mr. Youmans' to say that his system is one of real merit, as the most indifferent observer could not fail to realise. He had over one hundred children of all ages, from that of tiny little Annie Bowser up to—well, the intelligent leader of the Icelanders, many of them just merging into lad and lassie-hood, under excellent control. He had, in a few days taught them how to control their voices effectively, so as to blend all the parts of the choral pieces in harmony, with due attention to correct and precise articulation, emphasis and expression. Fine effects in the way of "stage business" were produced by simple methods and movements, the pupils seeming to be under the most perfect control and to understand the slightest intimation, by word or sign from their teacher. Mr. Youmans' efforts to cultivate the musical tastes of the young, his care in teaching the importance of observing the rules of good manners, and his undoubted talent in the way of interesting his private and public audiences, place him far ahead of any teacher who has yet visited Chatham. The parents of the children who were instructed by him during his stay here, feel that they have received much more than they expected in return for the patronage they extended to him.

Mr. Joseph B Williston and that Bridge Contract.

Mr. Joseph B. Williston called at the ADVANCE office last week and desired us on his authority, to contradict the following which appeared in our last issue:—

"On Tuesday last [2nd March, inst.] a number of residents of the County proceeded to Robichaud's Creek for the purpose of attending the sale of the re building of the bridge there, which had been advertised by Mr. Jas. Gregan, Supervisor."

"Instead, however, of selling that bridge Mr. Gregan went to Gulliver's where the crowd also went and he announced that he was going to sell the rebuilding of the bridge at that place instead of the other."

"He asked for bids, after reading a specification, and Mr. Joseph B. Williston bid for the work at $500, whereupon it was knocked down at once, before, as several persons declare, others had a chance to make an offer."

Respecting the first paragraph Mr. Williston said not "a single soul" went to Robichaud's Creek as stated. We seldom indulge in mistatements and regret that we cannot say as much for Mr. W. To prove that we were correct we now inform Mr. W. that the following residents of the County were present at the time and place stated, viz:—

Jas. Graham,	Harrison Graham
Wm. Ullock, of Black River,	
Patrick McDonald	Henry Kingston,
Sam'l Kingston	Wm. Sullivan,
Angus McDonald	Wm. Gulliver,
Geo. Gulliver,	Edw'd Gulliver,
Phineas Gulliver,	Robt. Williston,
Phineas Williston,	John Fitzpatrick,
Geo. Fitzpatrick,	John B. Williston,
Donald Ullock,	Thos. McMaster,
Thomas Williston (John Luther's.)	
James Noble,	
Joseph Williston, (Squire's Son,)	

The fact that many of the above persons were present also at Gulliver's on the same day shows that we were correct in the second paragraph.

Respecting the third paragraph, we have to say that after Mr. Gregan read the specification of the Gulliver bridge, he called for bids and Mr. Joseph B. Williston made one at $500. Mr. Gregan then used these words:—

"$500, gentlemen, offered! won't dwell, second third—sold."

He used these words without at all pausing to give anyone a chance for a second bid, and we are quite willing to leave the matter in the hands of those who were present, who, we think, will agree that we have fairly represented it.

Fatal Accident.

A Red Bank correspondent writing under date of 3rd inst says:—

"A fatal accident occurred yesterday by which a young man named Archibald Conners lost his life at one of R. P. Whitney's lumber camp, on the Mullins Stream. Mr. Savage in the same employ was chopping a spruce tree a short distance from where Conners and a lad named Matchett were at work. The spruce tree being nearly cut off, Savage called to the two men to get out of the way. Matchett went some distance, when Conners said not to go "all the way to the landing." Matchett, immediately on looking round, saw Conners lying down, and on going to where he was, found him bleeding profusely from mouth and nose and quite dead, having been struck by a limb from a dry birch tree which the spruce had struck as it was falling. The body was immediately sent out to the residence of his parents, which he had only left the Thursday previous.

The parents are aged and infirm, Archibald being their only support. They were in a pitiable condition when the remains of their only son were taken to their home last evening about 10 p. m. The deceased was a quiet sober and industrious young man.

An Inquest was held on the remains by Coroner Joseph Chaplin and a verdict returned in accordance with the above facts.

The Late Serious R. R. Accident.

Up to the present time the papers on the Government side have published only the official report of the late smash-up on the I. C. R. near Tartague Station Quebec. Some of them, to whom Mr. Pottinger, the Superintendent, sent the report to which we referred last week, have published it with his name attached, and they do not dare to publish the real facts. The Ottawa *Citizen* contained a further despatch with Mr. Pottinger's name attached, in which the late management was referred to, and the assertion made that more serious accidents had occurred under it. The Quebec *Chronicle* which is published nearer to the scene of the accident than any other leading journal, says of it:

A freight train which arrived at this station received orders to move off on to a siding in order to allow another freight train and the mail train to pass in front. Before this order was obeyed, the other freight train came up, and apparently believing the main line clear proceeded on its way until it ran with violence into the rear of the preceding train. So great was the concussion that several barrels of petroleum were broken open. Had this taken fire at the time, a terrible conflagration might have ensued. At this juncture the train with the European mail aboard came up and dashed at full force into the two other trains. Both locomotives were very much damaged, and it is said that the loss will exceed $60,000. It is difficult to state who is responsible for the accident. Some pretend that the mail train had paid no attention to danger signals, but its driver claims that no such signals had been given.

The fact that Mr. Pottinger treats the casuality as a comparatively light matter ought to bring upon him the fullest measure of public censure.

Miramichi Enquiries etc.

Mr. Snowball has moved in the Commons for the following:

For "Return shewing number of Nets seized on the Miramichi River and its tributaries during the year 1879; the number sold, and whether by public or private sale, and the amounts they realized; the number and amounts of fines imposed, and how many are paid; also, the name of each lessee of a Net in that District for same year, the number and nature of license each held and the amount paid therefor."

"For a detailed Statement of accounts of Steam Dredge "St. Lawrence," while at work at Miramichi, for the years 1878 and 1879; the time she was employed there each year and the quantity of work done."

For a Statement shewing the rates charged on freight from all principal points from Chicago and Eastward to all points in the Maritime Provinces, to which freight is billed through; shewing the different rates charged during the year, from 1st January, 1879, to 1st January, 1880, also, the rate charged for fish from all points in Maritime Provinces to Quebec, Montreal, Toronto, Detroit, Chicago, Boston, New York and Philadelphia."

For "detailed Statement of account of Indian Commissioners for the Province of New Brunswick, for the years 1877-8-9, shewing also, in detail, the amount received from Indian Lands and other sources within that Province during these years."

For "Return of Correspondence, copy of contract, if any, and all other information, in reference to contract given owners of tug boat "Sultan," of Miramichi, last season, to do certain Government work; shewing the amount of said contract, how much of said work the "Sultan" accomplished, how much was paid her owners, if they are at present putting forward any further claims, and how remainder of her work was done."

More Delay and Breakdown on the I. C. R.

On Thursday night last—the night of the mishap at Weldford—as the train from Quebec was running, several hours behind time, towards Dalhousie Station, passengers in the Smoking car experienced an unusual jolting and concluded the road was very rough.

On the train being stopped at the Station the Smoking-Postal car was found to be off the rails. It was also discovered that the train was not provided with any appliances with which to meet a contingency now so usual on the I. C. R., and the Railway men were actually obliged to tear up planks from the station platform to use as levers and guides with which to get the car on the rails again.

The task was accomplished after an hour and a half had been spent over it, but before a start was fairly made, it was discovered that an axle was broken. There was then more delay in shunting the disabled car and transferring the mails. The train was now over four hours behind time and it arrived at St. John a little over three hours late—or an hour worse than the average for the last two months.

Kent County Notes.

Kent County Circuit Court opened on Tuesday, His Honor Mr. Justice Wetmore presiding.

His Honor, in addressing the Grand Jury went quite extensively into the subject of the proposed change of the Provincial capital from Fredericton to St. John, speaking about an hour on the subject and making a strong stand on the side of Fredericton. The Grand Jury were amused at first, but an hour's speech on a subject in reference to which they very largely differed from His Honor's views, evidently taxed their patience.

The case of Henry C. Murray *et al, vs* John Bourgeois was going on when our correspondent's notes were made up, Hutchinson for plaintiff, Richardson for defendant.

Geo. V. McInerney, Esq. lectured in the Temperance Hall, Richibucto, on Tuesday evening 24th ult. on "Canada after two centuries." The lecture was a very fine one and would, no doubt, be highly appreciated if delivered in Chatham also.

Bathurst Notes.

BATHURST, 9th March, '80.

CAUGHT AT LAST.—Quite a sensation was caused here on Saturday morning last by the unravelling of the mystery overshadowing two or three cases of shop-breaking which occurred during the winter. On the night of the 20th December, last the liquor shop of John Donnelly on the front street was broken into and a pair of boots and a quantity of liquor, etc., taken therefrom. One evening, shortly after this, a mysterious stranger was discovered concealed in the cellar of Messrs. Burns Adams & Co., but managed to make his escape. Since that Messrs. Burns, Adams & Co's. store has been twice entered and goods stolen. The last entering was on the night of the 3rd inst. The windows of several private houses have been frequently tried at night, but without success. Mr. Adams, of Burns Adams & Co., undertook the task of ferreting out the criminal, and, if possible, bringing him to justice, and his efforts proved successful. Suspicion pointed to a young French Canadian named Roy who has been selling ready made clothing and other articles lately at remarkably low prices, stating that he received them from his friends in Quebec. Inquiry at the station shewed that Roy never received anything over the I. C. R. Late on Friday night Mr. Adams applied to Stipendiary Magistrate MacLauchlan, who issued a warrant on the complaint of John Donnelly. The warrant was placed in the hands of Sheriff Vail who proceeded at once to Roy's boarding house and arrested him. The house being searched, Mr. Donnelly's boots, jars and bottles were found (of course minus the liquor) also quite a stock of ready made clothing, underclothing, groceries &c, which Mr. Adams and his clerks identified. On Saturday morning a large trunk, filled with tweeds, lustres, cottons, readymade clothing etc., was found under the new Temperance Hall. These were missed on Thursday morning last. The prisoner confessed to having broken open Mr. Donnelly's shop and having entered Messrs Burns Adams & Co's store three times. His examination took place on Saturday afternoon before Police Magistrate MacLauchlan, when he was committed for trial at the approaching session of the County Court on both charges.

Your correspondent cannot refrain from remarking upon the shameful and rank disorder that prevailed in the Court Room throughout the whole proceedings on Saturday. Snowballing, scuffling, throwing of caps and bad behaviour were freely indulged in without calling forth the least censure from his Worship. Even his Worship himself did not escape, being made a target for the snowballs of the "great unwashed" and, at one time, the room presented more the appearance of a pandemonium than of a court room laying claim to the dignity of a British Court of Justice. The Clerk of the Peace remonstrated with his Worship, and requested him either to preserve order or adjourn, but without effect. His Worship sat throughout the whole, smiling agreeably, and looking as helpless as a new born babe. Such a scene only brings the law and the administration of it into contempt, and encourages those who are so disposed to bid it defiance and trample it under foot. It would be well for Bathurst were there a man sitting as its Police Magistrate, who would uphold the dignity of the law, of his office, and, last but not least, his own dignity, and then both the man and office would be respected.

RELIEF FOR IRELAND—A meeting in connection with the above object was held in the Court House here last evening. The meeting was called to order by John Sivewright Esq, who stated that it had been called in obedience to a circular received from Mayor Ray of St. John, and also its object. Samuel Adams Esq., was called to the chair and Mr. Sivewright acted as Secretary. After some remarks by Mr. Sivewright, Sheriff Vail and the Rev. Mr. Hoyte, a subscription list was opened and $100 subscribed in the building. A Committee composed of P. J. Burns, John Sivewright, Thomas Leahy, Samuel Malanson, William J. O'Brien, James Meehan and the resident clergymen of the different denominations, was appointed to solicit subscriptions, and to report at a meeting to be held on Friday the 19th inst. D.

Correspondence.

Manufacturing a "Diabolical Outrage"

RICHIBUCTO March 8th.

MR. EDITOR:—Some employees of the Intercolonial, or rather parties employed to place sleepers along the line appear to have done their duty last week as they understood it. They placed the new sleepers, as arranged, near the track some three miles from Weldford and as they were placed *too near*, the express train ran upon them. It was the duty of the Railway management to see that the track was kept clear, but the new system of saving and economy leaves the road practically without sufficient daily supervision, and parties bringing new sleepers to the road, to replace the old ones, are left to their own uninstructed and inexperienced judgment as to where they shall "dump" them. When another mishap and accident was thus brought about, the paper issued from the Moncton Railway printing office announced a diabolical attempt to wreck the express train bound north on Thursday night. Of course, even passengers on board were misled by the plausible story, but the fact that the fire made for their own unsophisticated comfort by the sleeper hauling party was still burning when the "diabolical" pile of *new* sleepers brought the train to a stand-still, renders the train wrecking and robbery theory a disgustingly *thin* invention to cover the fact that it is very poor economy to operate a railway with a candalously insufficient staff of section men. Yours, MAC.

Municipality of Kent County.

Statement of Receipts and Expenditure of the Municipality of Kent County, for the year 1879—80.

RECEIPTS.

Balance in Treasurer's hands at the commencement of the year 1879,		$3,928 38
Received for Liquor Licenses, January, 1879,		140 00
" From Thomas Coates, Delinquent Taxes, St. Mary's, 1878,		90 00
" From C. Y. Walker, Delinquent Taxes Weldford, 1878,		123 76
" From L. B. Allain, Delinquent Taxes, Wellington, 1878,		191 88
" From L. B. Allain, Delinquent Taxes, Wellington, 1879,		150 00
" From Theophilus Bilodeau, Delinquent Taxes, Dundas, 1878,		82 00
" From Robert Clark, Delinquent Taxes, Harcourt, 1878,		30 00
" From Robert Caie, Rent of Public Wharf, 1878,		120 00
" For Liquor Licenses, June, 1879,		140 00
" From James Hornett, Delinquent Taxes, Weldford, 1879,		53 00
" Maxime D. Cormier, Delinquent Taxes, St. Mary's, 1879,		168 00
Proceeds of Lieutenant Governor's Warrants for Jury Fees,		249 60
Received from J. D. Phinney, Clerk of County Court, account of Jury Fees,		24 00
" From Robert Hutchinson, Clerk of the Circuits, account of Jury Fees,		17 60
Parish Collector's Payments.		
RICHIBUCTO—		
Received from James McDougall,	$1,026 84	
" From Robert Main,	457 42	
" From William Hanney,	497 39	
		1,981 65
WELDFORD—		
Received From Robert Lennox,	$659 71	
" From J. McG. Powell,	603 67	
		1,263 38
WELLINGTON—		
Received from Abraham Allen,	$920 41	
		920 41
DUNDAS—		
Received from Elzear Bilodeaux,	$1,104 41	
		1,104 41
ST. MARY'S—		
Received from Maxime D. Cormier,	$422 64	
" From Amos Gallant,	179 41	
		602 05
ST. LOUIS—		
Received from Joseph J. Daigle,	$198 67	
" From Herbert J. Gallant,	739 98	
		938 65
CARLETON—		
Received from John O'Donnell,	$349 52	
Received from Fabian Daigle,	69 05	
		418 57
ACADIEVILLE—		
Received from Francis O. Richards,	$63 96	
		63 96
HARCOURT—		
Received from John C Hutchinson,	$130 58	
		130 58
Total amount of Receipts,		$12,931 88

EXPENDITURE.

By amount paid on School Warrants,	$5,709 27	
" " Council Warrants,	2,762 72	
" " for Mileage to Councillors,	188 20	
" " for Jury Fees,	291 20	
" " for Supplies to Gaol,	50 00	
" " to O. Shevetie, Overseer of Poor,	16 87	
" " Amount paid C. Y. Walker, (Delinquent Rate Executions),	2 50	
" " F. Robidoux, for printing,	5 00	
" " For sending Lunatic to St. John Asylum,	20 00	
" " Secretary-Treasurer, for his commission on School Warrants paid,	57 09	
" " Amount paid on W. & J. Anslow's account,	121 00	
" " For half year's salary of Sec. Treasurer,	180 00	
		$9,458 85
Balance on hand Dec. 31st, '79.		3,473 03

Accounts ordered to to be paid by the Kent Municipal Council, at the January Session, 1880.

Sheriff Girouard's Account,	$212 31
Dr. Doherty, Coroner's Account,	13 40
Robert McKinnon, Constable's Account,	13 00
Thomas Frecker's account,	26 90
William Johnston, Coroner's Account	16 55
Fred S. Peter's Account,	2 00
F. E. W. Pouliot's account,	3 00
Dr. Alloqui, Coroner's Account,	48 90
John Graham, Constable's Account,	2 00
H. Richard's Account,	3 00
John P. Bell's Account,	20 20
Richard Fitzpatrick, Constable's Account,	17 00
David Fill's Account, for repairs to Court House,	7 11
Z. Phinney's account,	13 63
Allan Hains, Constable's account,	18 70
Dr. Mooney, Coroner's Account,	19 76
Thomas Ingram, Constable's Account,	7 20
Adolph Allain, Constable's Account,	11 75
Ferdinand Hebert's Account,	10 00
Dr. Leger's Account,	10 00
Joseph Gregan's Account, directed to be paid by the Overseers of the Poor, of Richibucto Parish,	
Dr. Landry, Coroner's Account,	27 20
Hugh Dysart's Account,	13 50
Ferdinand Hebert and J. H. Hanington's Account,	19 20
H. B. Smith, Coroner's Account,	26 80
Theophilus Bilodeau's Account,	7 80
Delphine Pourier, Julia Fougere and Ellen Fougere's Account,	3 75
Thos. W. Street's Account,	8 00
J. & A. McMillan's Account for books,	13 50
Dr. J. B. Lamothe's Account,	4 00
	$600 38

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I have made a specialty in Locks, Knobs and Hinges. The Stock being large and well assorted. Having bought early, before the last heavy advance. I can sell under present wholesale prices.

BOLTS—all sizes from 14x14 to 12x8.
Washers all sizes. Clinch Rings.
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500 Gross WOOD SCREWS, assorted.
Hames, Traces, Halter Chains, Horse Halters, (cheap.) Harness Mounting and Polish.
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165 Doz. Table Knives and Forks, Ivory Handle, Ivory Carve s, Bone and Horn Carvers and Steels, Plated Forks, (Table Knives, $1 00 per doz. and upwards) Pocket Knives in (great variety), Butcher, Sheath, Shoe, Putty and Oyster. Can Openers

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Body Finishing, Gearing, Rubbing, Pale Oak, Fine Pale Carriage, Best Copal, Extra No. 1 Furniture, Demar, Japan Dri

POOR COPY

Continued from second page.

sustain the charges made by me. As I have said, I did not attempt to make out such a serious case, as might have been made up. I have brought forward a simple statement of what I believe to be facts, in order that they might be fully investigated, and that the hon. the Minister of Railways might have an opportunity of disproving them if they are not facts. I think, Mr. Speaker, that after what has passed this evening, the hon. the Minister must be convinced that there is something in the management of this Railway which requires careful supervision on his part. The country holds the hon. Minister and his colleagues directly responsible for the management of this great public work, and it will not be sufficient for him to say, when anything goes wrong, that not himself but those concerned in the actual working of the Road should be blamed. When the statements made here to-night go to the country, the public will have before them more than those newspaper articles, which have so stirred up the indignation of the hon. the Minister of Railways, and they will observe that these statements have not even been fully contradicted. The hon, Minister did not, I think, if my memory serves me aright, attempt to contradict any one of the statements which I made. He did not say that there were not thirteen locomotives lying at Moncton some time ago waiting for repairs; and he will not, I think, pretend to say that, while those were unrepaired, while no special effort was made to repair them, it was the addition of this 124 miles of railway that caused all the damage to the rolling-stock and the consequent delays and accidents. I do not care to follow this matter much further. I had no desire, either to denounce the management of the road, or to make any special attack on the hon. gentleman or his colleagues. But, coming myself from the Maritime Provinces, and having heard much, from what I believe to be good authority, with regard to the condition of the road, and having found myself, on the way up, that the road in some places had become very rough indeed, I felt it my duty to bring this subject before the House, in order that the hon. the Minister might ascertain by an expression of opinion of the House, what the feeling of the country is, and in order that he might modify his system of economy, so as to secure hereafter to the people travelling over that road, at all events, such immunity from accidents as it is possible to secure. If only two or three accidents had occurred, it would have been wrong to have made such a motion. Accidents will occur on railroads despite all the vigilance that can be exercised, although, in most cases, what are called accidents are the result of negligence or carelessness on the part of the officials. If there had been but one, or two, or three accidents on that road during the last month or two, I would have refrained from making this motion, but the accidents have been so numerous and so serious,—fortunately there has been no loss of life, with one exception, though there has been great destruction of public property,—that it certainly was the duty of someone to bring the matter before the House. I shall be much pleased if it can be shown that the hon. gentleman at the head of this great work has really laboured to keep it in the state of efficiency in which he fancies it now is. Others do not think it in such a state of efficiency, and no attempt to conceal the truth, no bold repetition of the assertion that the road and rolling-stock are in the highest state of efficiency will serve to remove the impression that the road is now in a much worse condition than it was when the present Minister of Railways assumed control of it—an impression which, I once more assure him, prevails far and wide.

Mr. Longley: I am not going to take upon myself to pronounce upon the condition of the Intercolonial Railway, or upon the accuracy or inaccuracy of the statements which have been made by the hon. member for Gloucester (Mr. Anglin). I happened to travel in the same train with that hon. gentleman, in making my way to Ottawa, and I should like to ask him a question or two. Did we not arrive at Montreal on time? Now, I can state that, in travelling from Halifax here, we left Halifax at sixteen minutes past one o'clock on Tuesday, and we arrived at Montreal at half-past six o'clock on Thursday morning, being not one minute behind time.

Mr. Anglin: We travelled up pleasantly on the road. We heard of accidents that had happened, but we met with no accident, though we lost two hours on the way. We did arrive on time next morning at Montreal, having made up the lost time.

Sir Charles Tupper: I would ask the hon. gentleman whether he travelled more rapidly on the Grand Trunk, if he came over that line, than over the Intercolonial?

Mr. Anglin: I cannot answer, for I was fast asleep on the Grand Trunk.

Mr. Longley: I do not think the hon. member has much broken the force of my remarks. Facts are stubborn things, and I am simply stating a fact in regard to the time we made between Halifax and Montreal. There was a slight detention in two or three places on the road coming up, I am ready to admit, but they were slight, and the fact of our arriving at Montreal on time, proves that we fully made up the delay. Now, I do not think it should be a matter of great surprise that, about the Metapedia Valley, where the snow is three feet deep and the frost intense, the road should be a little rough. I imagine it is seldom indeed that at this season of the year, and in our climate, a road of 800 or 900 miles long is smooth over its entire length, and that would be a sufficient excuse in regard to the deficiency of rolling-stock, as has been alleged. Surely the addition of 124 miles to the length of the road, with the increased demand upon the rolling-stock which this addition would necessarily entail, should be taken as sufficient excuse for some mere delay, and greater uncertainty about getting over the road, than if it were fully supplied with the necessary rolling-stock, or than would have been the case had not the length of the road been increased. Now, I do not for a moment wish to undervalue the testimony that has been given here to-night, if testimony it can be called; I would rather say, the statements that have been made, either *pro* or *con*, for or against, the management of the Intercolonial Railway, should be regarded as much more reliable than official reports. But what I think we have a right to attach importance to is the report of an efficient engineer, and one whose reputation is not confined to a narrow space, one who is recognised wherever he is known, as thoroughly competent to discharge the duties he has been appointed to fulfill. Now, I think the report of such a gentleman as that, the Chief Engineer of the Intercolonial Railway, will pass for more than the private statements of members of this House, however intelligent they may be. I think my hon. friend who spoke from one of the seats near the Treasury Benches hit the nail on the head. There has been no approval expressed in regard to the result of the reduction of cost of management in connection with the Railway, but what is now attempted to be done is to bring down the credit acquired by those who reduced the expenses. There, it seems to me, is the secret of the ebullition of feeling we have had on the part of those gentlemen who had such a deplorable time in travelling over the Railway. I think that every gentleman present who travelled in the train with my hon. friend from Gloucester could give testimony entirely coinciding with that which I have given, and, I might add, if they had not a purpose to serve, they would have done so.

Mr. Snowball: The hon. gentleman from North York (Mr. Boultbee) said he did not understand what I said. Well, I certainly did not expect that he would. When he said that I am President of a railroad, and the road I am connected with is not more than five or six miles in length, I wish to tell the hon. gentleman that I am not President of any railroad, and the road I am connected with is not five or six miles in length, and possibly the hon. gentleman knew that his statement was not correct. I certainly did not blame the hon. the Minister of Railways for not assisting, at that time, the road with which I am concerned. The hon. the Minister treated me on that occasion, as he has always treated me, with the utmost courtesy. I was willing, and am still willing, to accept the answer received in good faith. I might have made use of the information I received from that enquiry, and, as I did not do so, I think the hon. the Minister should not have put the words in the mouth of the hon. gentleman that I applied for assistance.

Motion *agreed* to.

What She Did With Him.

Ruth Starling smiled through the tears that sparkled on her dimpled cheeks like dew-drops on the heart of a rose.

"I love Charley dearly, and I know he loves me; but his people are rich and proud, and would never consent to his marrying a poor seamstress. When his sister, Mrs. Hope—she's only his half-sister, you know—found it out, she was angry enough, you may be sure. She waited until Charley had left town, and then told me she didn't want me any longer, with lots of other things a good deal more disagreeable to hear. I heard of your Aunt Polly's death, and thought that I would come and stay with you a few weeks. All the families are out of town now that would be likely to give me employment."

Mary Delevan's kind heart was touched by the timid, deprecating look in the soft, dark eyes that were lifted to hers.

"I'm so glad you've some, dear. I've been very lonely since aunt died. I don't mean to let you go away very soon, either. You know I always said that you should live with me when I was married. Only, I am not married yet."

Ruth looked a little curiously at the face on whose sweet serenity there was now a touch of sadness.

"And what about that handsome young lawyer, Brockley, who was so attentive to you the last time I was here? It is not fair for you to keep me in ignorance when I have told *you* everything."

"There is nothing to tell," said Mary, with a smile and a sigh. "Mr. Brockley was poor. Aunt Polly didn't believe in love, you know. She thought people ought not to marry unless they 'bettered their condition,' as she called it. Aunt was old and infirm, and I could not leave her. My lover—if I can call him such—got tired of waiting, I suppose. At all events, he went away, and has married since, I have heard. Let us change the subject."

The subject was pretty effectually changed by the entrance of Kitty, Mary's little housemaid, with a letter, whose contents threw her young mistress into a maze of perplexity and astonishment. They were as follows:

"DEAR MADAM:—You are hereby notified that you have been duly appointed executrix of the estate of Hester Cady, deceased, and guardian of her grand-nephew and heir.

"You can have all necessary papers and information by calling at the office of North, Harding & Co., Counsellors-at-Law, 20 State st., S——."

"Can it be intended for *me*?" was Mary's wondering exclamation as she picked up the envelope, on which was written in a round, clerky hand: "Miss Mary A. Delevan."

"Such a queer letter!" she added in response to the wide-opened eyes of her companion, and tossing it into her lap.

"Goodness me!" exclaimed Ruth, as she made herself mistress of its contents. "And who is Hester Cady?"

"She's an old friend of Aunt Polly's, I believe. I never saw her but once; and why she should make me executrix, and guardian to a *boy*, is more than I know!"

"If it was only a girl, now; you can do most anything with girls," smiled Ruth, in a serene consciousness that girls were a higher order of beings. "What will you do with him?"

"I've half a mind not to do anything with him!" responded Mary, in the same aggrieved tone and manner.

"That wouldn't do," said Ruth, with a sapient shake of her pretty head.

"I don't know what I *shall* do with him!" sighed Mary. "Of course he'll spoil my garden, hack up my furniture and keep me continually in hot water!"

"He wouldn't be a boy if he didn't do *that*!" laughed Ruth. "Never mind, Mary; you just turn him over to me. You have two servants, and next to no sewing, and I was afraid that I shouldn't find enough to do to keep me out of mischief. Now I've found out what my mission is. I rather like boys; and I'll take this one entirely off your hands so that he shan't bother you the least bit in the world."

Though a little dubious in regard to powers she had never seen tested, Mary was not a little cheered by this assurance, together with Ruth's hopeful way of looking at things.

The next day the two girls started out, bright and early, in the pony-chaise, for the good old city of S——, which was only five miles distant. They experienced no difficulty in finding the law office named, and whose only occupant was a young man about twenty-five, who was writing at a desk.

"It is Mr. Brockley, I do believe!" whispered Ruth.

Rising to his feet, the young lawyer turned towards them a face radiant with surprise and pleasure.

It was too late to retreat, if Mary had wanted to do so, so there was nothing to do but go forward.

"Mr. North stepped out, but will be back shortly," said Mr. Brockley, the junior partner of the firm, in reply to her questions.

With those words he ushered the two into an inner office. Mary's cheeks were very red, but there was a grave expression in her eyes, from which he vainly strove to obtain an answering glance.

Giving Mary a seat by the window, which he lowered for her express benefit, Mr. Brockley withdrew, pausing for a moment on the threshold, in the vain hope of receiving a look from the blue eyes that were obstinately bent upon the floor.

"What a pity he's married, he's just as much in love with you as ever!" whispered Ruth, upon whom this little byplay was not lost.

"For shame!" responded Mary, turning very red. At this moment Mr. North entered.

When Mary made known her errand, he stared at her for some moments without speaking.

"Are you Miss Mary A. Delevan, of Wilton?"

"Yes."

"How old are you?"

"Twenty-two."

"Humph! Any one else there of that name?"

"Not that I know of," responded Mary, a little bewildered at this cross-questioning, but ending in supposing it to be a lawyer's way.

Then a moment later:

"The—the boy you mentioned, where is he?"

"Boy."

"Yes; Mrs. Cady's grand-nephew?"

"Oh, yes. Well, your ward is a pretty big boy, ma'am. I'm expecting him in every minute; then he can speak for himself. Excuse me until then."

And out of the room he darted.

"Did you hear that, Ruth?" faltered Mary, in a tone of dismay. "A *big* boy! What *can* I do with him? I've half a mind to—to run away!"

"Nonsense! Mary; don,t be frightened. Didn't I tell you *I'd* take charge of him? I,m not afraid of any boy, big or little!"

Here a young man entered, who glancing at the speaker, advanced eagerly towards her.

"Ruth!"

"Charlie!"

"I never thought to find *you* here!"

"Nor I *you*." Then, suddenly, remembering Mary, Ruth added: "Miss Delevan, Mr. Smith."

"Also your ward, Mrs. Cady's grand-nephew," said Mr. North, who was just back of her.

"Impossible!" cried Mary, looking in helpless bewilderment at the smiling face that was all of a head higher than her own.

"That is the way the will reads, at all events," said the lawyer, smiling.

"Mrs. Cady had some very peculiar notions; her nephew is twenty-one—just your own age, I believe—but he is not to come into possession of his property until he is twenty-five, or marry without his guardian's consent. If he is as wilful as most young men on that point, you'll have a lively time of it."

"I'm not in the least wilful; Miss Delevan will have no trouble with me at all," interrupted Mr. Smith, whose countenance was expressive of the most serene satisfaction.

"I—I think there must be some mistake," stammered Mary, looking from one to the other.

"That is what I think," said Mr. North. "I have a strong suspicion that Mrs. Cady had in view, when she made her will, your Aunt Polly, as she was generally called, but whose real name was Mary, and who died about the same time. However, there being no other Mary A. Delevan in existence, there is no one to dispute your right to the office in question, unless Mr. Smith decides to do so."

"Which I have no intention of doing," was the gallant response. "With one exception—" here he glanced at Ruth—"there is nobody else that I would rather have for my guardian—angel."

"I think I shall transfer you to her," laughed Mary. "Ever since I've had that letter, I've asked myself over and over again what I should do with you; now I've found out."

"You promised to take him off my hands, you know," she added, turning to Ruth.

Mr. Smith eagerly protested his entire concurrence with this arrangement, and if Ruth was silent her smiles and blushes were quite as eloquent.

The three now took themselves down the stairs to where the pony-chaise was standing, and Mr. Brockley followed.

It was Ruth's turn now.

"I'm going back with Charlie," she said, as that individual drew her arm within his. "Judging from appearances, I don't think you'll miss me much."

Guided by that roguish glance, Mary turned towards Mr. Brockley, who was standing quietly by the carriage, her eyes very bright with the indignation at her heart.

"Mr. Brockley, how is *your wife?*"

"My wife that is to be—I hope—is very well, thank you. In fact, she never looked so well, in *my* eyes, as now!"

Than in quite another tone:

"I am not married, Mary. And what is more, unless *you* marry me, I never shall be!"

Too happy and bewildered for words, Mary suffered the speaker to assist her into the carriage and take a place by her side.

What was said during the long and delightful drive that followed, is none of *our* concern, reader; but the satisfactory understanding that resulted from it can be inferred from the double wedding that took place a few weeks later, when Mary became Mrs. John Brockley, and Ruth Mrs. Charles Smith.

THE SUPPLY DEPOT of the entire bodily economy is the stomach. There it is that the manufacture of blood goes on, and upon activity of the great digestive organs depends in a great measure the well-being of the system. If its functions are interrupted by dyspepsia, biliousness and constipation supervene, the blood becomes meagre in quantity and poor in quality, the appetite impaired, nervous symptoms manifest themselves and there is a loss of flesh and vigor. As a means of stimulating and invigorating the stomach and remedying the above deplorable state of things, Northrop & Lyman's Quinine Wine may be confidently relied upon by debilitated, dyspeptic, and nervous sufferers. Not only is it a tonic of great and certain merit, but a most agreeable one. Its flavor is unexceptionable and it contains no ingredients that can prove harmful to any one using it. It proves most efficacious in remedying weakness and nervousness when the directions are strictly adhered to. As an anti-periodic, it possesses great excellence. Chills and fevers, billious remittent fever, and the minor malarial complaints, dumb ague and ague cake, are eradicated by it, and the system fortified against their return. It is an article which bears a time-honored reputation, and has proved its efficacy in numberless cases well calculated to put the remedial value of any remedy to a crucial test. Refreshing sleep, increased muscular force a gain in flesh and mental cheerfulness are among the blessings which it confers. Intending purchasers should not forget to ask for the Quinine Wine, prepared by Northrop & Lyman, Toronto. Sold by all Druggists.

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Space forbids the giving more testimony in this place, in favor of this great medicine. Is not one certificate, however, from an eminent and well-known Physician like Dr. Bessey, of Montreal, sufficient to establish its superiority over the numerous mixtures called Blood Purifiers offered by Druggists and others?

T. C. STRATTON, Esq.

Montreal, Feb. 1st, 1877.

I cannot but regard the formula from which Dr. Channing's Sarsaparilla is prepared, as one of the best possible combinations to constitute an effectual remedy, for the cure of *Blood Impurities*. So far as my experience leads me with this remedy, I can testify to its great value in the treatment of all Strumous and Cachectic affections, as Glandular Enlargements, and a wide range of skin affections; as a reliable preparation for general use as a *blood purifier*, I know of none equal to it, combining as it does, all the imputed virtues of Sarsaparilla, and several other valuable remedies, with the extraordinary alterative properties of the "*Iodide Iodides*," and of none that can be more highly recommended as safe, certain and reliable, and I have every confidence that such a remedy for general use, taking the place of the many worthless nostrums of the day, will be a great boon to suffering humanity, and its use will be attended with the most satisfactory results. It should be invaluable to persons beyond the reach of medical advice, and will, no doubt, become popular with Medical men throughout the country.

Respectfully yours,

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NOTE.—Dr. Channing's Sarsaparilla is put up in large bottles, with the name blown in the Glass, and retails at $1.00 per bottle, or Six Bottles for Five Dollars. Sold by Druggists generally, and most Country Stores. Be sure, and ask for Dr Channing's Sarsaparilla and take no other. If not readily obtained in your locality, address the General Agent.

Perry Davis & Son & Lawrence,

377 St. Paul Street, Montreal

Law, etc.

Sheriff's Sale.

To be sold at Public Auction, on Thursday 24th day of April next, in front of the Registry Office, in Newcastle, between the hours of 12 noon, and five o'clock, p. m.:

All the right, title and interest of Jeremiah Casey, in and to all that piece or lot of Land, situate, lying and being on the south side of the Southwest Branch of the Miramichi River, in the Parish of Nelson, and County of Northumberland, known as the upper half of the Lot letter O, granted to James Gillice; bounded Easterly, by Alexander Esson's lands; Westerly by Lot N, granted to George Flett; Northerly by the Southwest Branch of said River, and extending Southerly to the full extent of the original grant, and known as the David Mott property; being the lot of land conveyed by W. L. Stuart to the said Jeremiah Casey and Patrick Casey, junior, by deed dated 13th March, A. D., 1868, and being the land and premises upon which the said Jeremiah Casey at present resides, containing 150 acres more or less.

Also, all the right, title and interest of Timothy McCarthy, in and to all that piece, parcel or lot of land, situate lying and being on the Semiwagan Ridge, in the Parish of Nelson and County aforesaid, and bounded as follows, viz:—Southerly, by the Queen's Highway or Great Road, leading through the Semiwagan Settlement, Westerly by lands owned by Michael Maher, Easterly by lands occupied by John Walsh, and Northerly by wilderness or Crown Lands—being the lands and premises upon which the said Timothy McCarthy at present resides, and containing 200 acres more or less.

The same having been seized under and by virtue of an Execution, issued out of the Supreme Court by David Ritchie, John Ritchie Robert Ritchie, and Allan Ritchie, against the said Timothy McCarthy and Jeremiah Casey.

Sheriff's Office, Newcastle, January 5, A.D.1880. } JOHN SHIRREFF, Sheriff of Northumberland County.

Sheriff's Sale.

CHATHAM BRANCH RAILWAY.

To be sold at Public Auction on

Saturday the first day of November next,

at the Chatham Branch Railway Station, Chatham, in the County of Northumberland, between the hours of 12 noon and 5 o'clock, p. m.

All the Estate, right, title, interest, claim and demand whatsoever of the Chatham Branch Railway Company of, in, and to all the said

CHATHAM BRANCH RAILWAY,

and all that appertains and belongs and is appurtenant thereto, with the right of way and all Lands owned by the said Company, or to which they have any right, title, interest or estate, and all the interest, right, title and estate of the said Company and to all Lands over which the said Railway passes; also, the Station Houses, Storehouses and Warehouses, Engine House, Tank House, Coal Sheds, and other buildings, situate at Chatham Station, and at the Junction with the Intercolonial Railway, and all the Lands and Grounds on which the said Buildings stand, and all the Lands and Premises surrounding and in connection therewith, in which the said Company have any interest, situate in the said County of Northumberland, together with the Railway Line or Track, and the Rails, Sleepers and superstructures of every description.

The same having been seized by me under and by virtue of an Execution issued out of the Supreme Court at the suit of George Kitchen, against the said Chatham Branch Railway Company.

Sheriff's Office, Newcastle, 21st July, 1879. } JOHN SHERIFF, Sheriff of Northumberland.

P. S.—The above Sale is postponed to Monday the Third Day of MAY, next, then to take place at the same hour and place.

Sheriff's Office, Newcastle, 1st Nov., A. D 1879. } JOHN SHERIFF, Sheriff of Northumberland

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Chatham, N. B.

July 9, 77

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ATTORNEY-AT-LAW,

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Newcastle, Miramichi, N. B.

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Travelers' Column.

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Chatham Branch Railway.

WINTER 1879-80.

ON and after Monday, November 17th, Trains will run on this Railway, in connection with the Intercolonial Railway, daily, (Sundays excepted) as follows:—

GOING SOUTH.

STATIONS.		No. 1 EXPRESS.	No. 2 ACCOM'DATION
Chatham,	Depart,	1.25 a. m.,	9.35 a. m.
Chatham Junc'n,	Arrive	1.55 "	10.05 "
" "	Depart,	2.15 "	10.20 "
ham,	Arrive,	2.45 "	10.50 "

GOING NORTH.

STATIONS.		No. 3. ACCOMMODATION.	No. 4. EXPRESS.
Chatham,	Depart	4.00 p. m.,	11.45 p. m
Chatham Junc.,	Arrive,	4.30 "	12.15 a. m.
" "	Depart,	4.55 "	12.30 "
Chatham,	Arrive,	5.25 "	1.00 "

Train leaves Chatham on Saturday night to connect with Express going South which runs only to Moncton; and with the Express going North which lies over at Campbellton until Monday.

The above Table is made up on L. C. Railway time, which is about five minutes slower than St. John and ordinary Miramichi Time

All the above Trains stop at Nelson Station, both going and returning.

All freight for transportation over this road, if above Fourth (4th) Class, will be taken delivery of at the Union Wharf, Chatham, and forwarded free of Truckage, Custom House Entry or other charges.

Close connections are made with all passenger Trains both DAY and NIGHT on the Intercolonial.

☞ *Pullman Sleeping Cars run through to St. John on Mondays, Wednesdays and Fridays, and to Halifax on Tuesdays, Thursdays and Saturdays, and from St. John, Tuesdays, Thursdays and Saturdays, and from Halifax, Mondays, Wednesdays and Fridays.*

Chatham Passengers wishing to return from the Junction by the same train may obtain Tickets for the trip both ways at one fare.

Tickets for the Chatham Railway are sold at the Junction Station (as well as at the Chatham end of the line) and all passengers are requested to procure them before going on the Cars. Passengers who are not provided with Tickets will be charged extra fare

D. T. JOHNSTONE.

Chatham Livery Stables.

Regular Coaches to trains leaving and arriving at CHATHAM RAILWAY STATION.

Office and Stables - - - - Water Street, Chatham

GENERAL BUSINESS.

LATE ARRIVALS

—AT—

J. B. SNOWBALL'S,

CHATHAM.

JUST RECEIVED,

PER R. M. STEAMER, VIA HALIFAX:

—150 PIECES—

NEW STYLISH PRINTS,

5 Bales UNBLEACHED COTTONS, (various grades.) 1 Bale "HORROCKSES" CELEBRATED LONG CLOTHS. 8-4, 9-4 & 10-4, Bleached COTTON SHEETINGS, (twilled and plain.) 45 inch PILLOW COTTONS,

SCARLET AND WHITE FLANNELS,

NOTTINGHAM LACE CURTAINS, LACE LAMBREQUINS,

(FOR TOP OF WINDOWS,)

Curtain Damasks, Curtain Repps,

(WITH TRIMMINGS TO MATCH)

—36 AND 72 INCH—

BEST ENGLISH FLOOR OIL CLOTHS,

1 Case Ladies' English Walking Hats (Novelties and cheap,) Children's Sun Hats, Misses' Leghorn Hats, (pretty shapes,) New Flowers, New Mantles,

Gingham, Alpacca, and Silk Umbrellas,

CORSETS,

—A LARGE LOT OF—

LADIES' SILK NECK SCARFS,

LADIES' LACE NECK SCARFS,

New Neck Frillings, Bonnet Borders,

BRAIDS, PEARL BUTTONS, PINS, &c.

GENTS' LINEN COLLARS.

P. S.—Balance of Spring Stock expected about the 15th inst;

CHATHAM, May 3, '79.

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 Intercolonial Railway Station, offers to parents great facilities for procuring for their children a solid, refined, and useful education. The course of Instruction is pursued in the English Language, and is well adapted to qualify the pupil to fill any position in Society.

Superior advantages for French are afforded.

Particular attention is given both to Vocal and Instrumental Music. Terms moderate.

For further information, apply to the

MOTHER SUPERIOR.

Newcastle, Aug. 5, 1879.

Fish for Sale.

The Subscriber offers for sale:—

10 Bbls. Mackerel;
10 Half Bbls. Mackerel
10 Bbls Herring;
10 Half Barrels, do;
50 Quintals Codfish.

Cheap for Cash. NICHOLAS BARDEN.

Chatham, Jan. 5, '80. 2y1

ALBERT LIME.

THE A. B. LIME AND CEMENT CO'Y.

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—having peculiar cement qualities, which hardens it like stone, and makes it improvious to the action of water. It requires no cement to improve it, 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

THOMAS McHENRY,

Manager A. B. Lime &Cement Company,

Hillsboro, Albert County.

CLEARING OUT SALE.

BARGAINS

may be expected on account of the great depression in trade

I WILL SELL AT

GREATLY REDUCED PRICES,

all my Stock, consisting of:

DRY GOODS,

Men's Ready-Made Clothing,

BOOTS, SHOES, HATS, CAPS,

Groceries, Provisions & Crockery;

Also a large lot of

CHOICE LIQUORS.

R. FLANAGAN.

$66 A WEEK in your own town, and no capital risked. You can give the business a trial without expense. The best opportunity ever offered for those willing to work. You should try nothing else until you see for yourself what you can do at the business we offer. No room to explain here. You can devote all your time or only your spare time to the business, and make great pay for every hour that you work. Women make as much as men. Send for special private terms and particulars which we mail free. $5 Outfit free. Don't complain of hard times while you a have such a chance. Address H. HALLET & CO., Portland Maine.

CARBOLINE, ETC.

TOILET ARTICLES.

Carboline, Hair Vigor, Hair Renewer, Hair Restorer, Limes and Glycerine.

BRUSHES.

Hair Brushes, Metallic Hair Brushes, Flesh Brushes, Hand Brushes, Nail Brushes, Baby Brushes, Tooth Brushes, Plate Brushes, Clothes Brushes and Shaving Brushes.

SOAPS.

Glycerine, Honey, Windsor, Castile, Tar, Oatmeal, Carbolic Acid, Sulphur, Baby's Own, Eden Flower, Silver, Shaving.

PATENT MEDICINES.

Vegetine, Mandrake Bitters, Robinson's, Campbell's and Lyman's Emulsions, Quinine Wine, Beef, Iron and Wine, August Flower, Sanford's Catarrh Cure.

J. PALLEN & SON.

VELVET

Photograph Frames,

IN CHOICE VARIETY,

At the Miramichi Bookstore.

Real Estate for Sale.

To be sold by Private Contract.—The House and premises situated on the easterly side of Queen St., now occupied by the Subscriber.

Also 3 acres of Grass Land on the westerly side of the Old Napan Road.

For terms apply to

DUNCAN DAVIDSON.

Chatham, Oct. 1, 79.

Comercial House,

CHATHAM.

THE NEW STOCK OF

STAPLE AND FANCY

DRY GOODS

FOR FALL AND WINTER,

—IS—

Unsurpassed for Variety and cheapness.

by any in the trade.

A call will convince the closest buyer that bargains are being offered for the cash.

W. B. HOWARD.

DURING THE

HOLIDAYS,

VISIT THE

STUDIO OF ART,

Opposite Masonic Hall Chatham.

PHOTOGRAPHS,

—OF THE—

Finest Finish

—AND MOST—

Delicate Shade,

—AND—

Pencil Touch,

Done by an Artist of Great Experience.

☞ See specimens at the door.

—A LARGE STOCK OF—

MOULDINGS

For Picture Framing, etc.

T. R. COLPITTS, Photo.-Artist.

LAND FOR SALE.

The subscriber offers at private sale, the field situate on the Easterly side of the Richibucto Road, in the Parish of Chatham, between the lands of the late James Kerr, Esq., and Michael Delaney, containing five acres. There is a good Frame Barn on the premises. The field is now under grass and cuts about eight tons hay, annually. For Terms of purchase apply to the subscriber.

ANDREW DUNCAN,

Or to L. J. TWEEDIE,

Barrister.

If the above is not sold before the 1st day of May, it will on that day be offered at Public Auction, in front of Letson's Weigh Scale, at 12 o'clock noon.

Wanted Immediately.

A HOUSEMAID, good wages will be given, apply at THE "ADVANCE" OFFICE.

Feby. 16th 1880.

General Business.

MACHINE BOLTS & NUTS,

HEAVY BARN DOOR HINGES AND ROLLERS.

Best Refined Iron,

(ALL SIZES.)

NAILS AND SPIKES,

CUT and WROUGHT.)

Together with the best assortment of

HARDWARE,

ever offered in Chatham, which will be sold

VERY LOW,

to suit the times.

Castor, Oil,
Seal "
Refined Machine "
Boiled & Raw Paint "

CALL AND INSPECT,

as I am selling at a very small profit.

General Hardware Store, - - - - - - Chatham.

J. R. GOGGIN.

Pungs & Sleighs.

New and second hand PUNGS and SLEIGHS are for sale at the Shop of the Subscriber, St. John Street, Chatham.

Repairing, Painting & Upholstering,

BLACKSMITH WORK

—AND—

GENERAL JOBBING.

in the CARRIAGE and SLEIGH business, promptly attended to on reasonable terms.

Old Pungs or Sleighs, taken in part payment for new ones.

ALEX. ROBINSON.

NOTICE.

ALL persons indebted to the Subscriber, are requested to call and pay their accounts immediately, failing which they will be placed at once in the hands of a Magistrate for Collection.

Mrs. JOHN WALLS,

Chatham, Aug. 28th '79. MILLINER.

DRESSMAKING.

MRS. JAMES CORMACK,

begs to inform the ladies of Miramichi, that she is prepared to attend to any orders in the above line with which she may be favored.

She has associated with her her sister, Miss Mayberry, who has had an experience of several year at the business in Boston, and is confident of being able to satisfy patrons in both styles and and prices.

SHEET MUSIC.

Robin's Return, (Song)	50c.
Tidal Waves, (Morceau)	40c.
Sweet Girl may I be there? (song & chorus)	35c.
Angel's whisper of my Mother, (do. do.)	35c.
One sweet Kiss before we part, (do do.)	35c.
Scenes of my Youth, (Words and Music)	35c.
A Scentless Rose, (do. do)	35c.
Bavarian (March)	35c.
My Grandmother's Watch (Words & Music)	35c.
Pinafore (Instrumental)	35c.
Only a Word Love (Words and Music)	35c.
Emblem of Constancy, (Recitative & Duet)	35c.
I'll see that Your Grave is Kept Green(s'g	35c.
Visions of the Past, (Song and Chorus)	35c.
Going from de Cotton Fields, (song and Chorus)	40c.
The Turkish Reveille	40c.
Pleasures of Summer, (Valse)	40c.
Snow Drift, (do.)	40c.
Crimson Blushes, (Mazourka)	40c.
The Pearly Dewdrop, (Mazourka de Salon)	40c.
The New York Lancers	50c.
Hit or Miss, (do)	50c.
Is there no Kiss for Me to-night (Song and Chorus)	40c.
Days that are gone seem the Brightest, (Song and Chorus)	40c.
L'Argentine (Fantasia Mazourka)	30c.
Dashing Spray	30c.
A Maiden's Prayer	15c.
The Bridal March	30c.
Silvery Waves	30c.
Le Jet d'eau	30c.
Danse des Fees	30c.
Sweet Kiss, (Polka)	15c.
Whispering Angels	30c.
Golden Chain, (schottisch)	15c.
Music on the Water	30c.
Love by Moonlight	15c.
Hit or Miss (Lancers)	25c.

The above pieces are just received at the Miramichi Bookstore, Chatham. Any piece will be mailed—postage prepaid—on receipt of the price marked.

VICK'S

Illustrated Floral Guide,

A beautiful work, 100 Pages, One Colored Flower Plate, and 500 Illustrations, with descriptions of the best Flowers and Vegetables, with prices of seeds, and how to grow them. All for a FIVE CENT STAMP. In English or German.

VICK'S SEEDS are the best in the world. FIVE CENTS for postage will buy the FLORAL GUIDE, telling how to get them.

The Flower and Vegetable Garden, 175 Pages, Six Copper Plates, and many hundred Engravings, for 50 cents in paper covers; $1.00 in elegant cloth. In German or English.

Vick's Illustrated Monthly Magazine—32 Pages, a colored Plate in every number and many fine Engravings. Price $1.25 a year; Five copies for $5.00. Specimen number sent for 10 cents; 3 trial copies for 25 cents.

Address, JAMES VICK, Rochester, N. Y.

Manufrs., Builders, etc.

CARD!

THE UNDERSIGNED would beg leave to inform his Patrons and the Public generally that he is now prepared to furnish

PLANS, DESIGNS

—AND—

SPECIFICATIONS

For any description of Building required.

☞ PRICES REASONABLE! ☜

GEORGE CASSADY,

Architect

Chatham, N. B 4th April, 187

ELECTRO-PLATING.

KNIVES, FORKS, SPOONS, TEA-SETS, TRAYS, CAKE and BREAD BASKETS, SLEIGH BELLS, and other articles

plated equal to new work. Orders by Express or Mail promptly attended to.

R. HENDERY.

Manufacturing Silversmith and Electro-Plater 184 St. Peter Street, Montreal.

Patronize Home

MANUFACTURE

I am now prepared to supply the Public with Superior Quality of

Doors, Windows, Blinds

HOUSE FINISHING,

For Inside or Outside. First Quality Pine or Cedar Shingles, and to

Plane and Match Lumber, and Plank and Butt Clapboards.

Scroll Sawing to any Pattern

TURNING, &c.

Having a Moulding Machine I am prep