

coming out to the L. C. R. at Eel River Station, would open up about five thousand square miles of the best farming land in New Brunswick. This road when built would be about one hundred and twenty miles long, when it is settled twenty miles on each side, it would mean twenty thousand farms, which means twenty thousand families and a total population of about one hundred thousand. At present there are only a few families who find it very difficult to make a living, on account of their distance from railway market place. This railway would also give employment to a large number of men, who could settle on a farm and make a first class livelihood, having the railway to carry their shingles and saws to market and the necessary requirements in return. I am informed that this proposed railway would be running (the whole course) through a similar country to Eel River and vicinity. If such is the case, there would be at least several thousand carloads of cedar and poles, cedar shingles, birch and spruce deals per year—not saying anything about the number of passengers to and from. I would also venture to say that there would be one steam mill for every eight miles of the road, manufacturing shingles and deals, which shingles could be easily shipped to American markets and the deals to English markets. Then think of the large number of hand saws which would be employed carrying on the work of building this road and the aforesaid mills, also the loading of ship at Dalhousie wharf, which wharf is a great number. If all the railways of Restigouche county could see this I do, there would be no trouble in getting a railroad built from Victoria through this long track of country tapping the L. C. R. at Eel River and thence to Dalhousie, viz., Inch Aram hotel which is only five miles from Eel River station to the public wharf, being two miles shorter than the present Dalhousie branch, which wharf this railroad would feed with great abundance from early spring to late in the fall. What do you think of this friends. Now is the time to make a strike. All who are interested in the affair should put their heads together and at least get our M. P. and M. P.'s to make a survey of the said road, if found the best practical route, by all means let us have the road built as soon as possible, so as to accommodate the hundred thousand people that would surely settle there.

Yours truly,
ROBERT MILLER.
Eel River Station, May 11th, 91.
ROBT. MILLER ESQ.—Dear Sir, I read with much interest your letter in the "Sun" of yesterday on a northern Railway in our Province for Colonization. This is what is needed in every Country now, for the land without a railroad cannot compete with those who enjoy such convenience. I trust you will succeed, and you ought to get the aid of your M. P. for Restigouche Mr. McAlister, whom I saw in Ottawa last week, to bring it before the Dominion Govt. and your members of the L. C. R. Govt. for, from what you so well urge in your letter, it is a road that will pay both Local and Dominion Govts.
Yours Faithfully,
JOHN BOYD,
Of the Senate of Canada.

Dominion Parliament.

(Continued from first page)
advising Murphy to keep on terms with Thomas McGreevy, who was then a member of the Quebec harbor commission. Michael continued to give advice to this effect, observing that Larkin, Connolly & Co. had a fine opportunity for securing the Quebec contracts as there was only one other firm well equipped as to plant, and that firm had quarrelled with the harbor board. After reading the letters Murphy was less testy. He had offered Thos. McGreevy five thousand dollars if he would secure the dismissal of the government engineer at Esquimaux. The offer was made with the consent of his partners. The engineer, however, was not dismissed.
A deputation of brewers waited on the minister of finance today, to urge a change of policy in respect to the malt tax. Mr. Foster received the deputation politely, but gave them no ground for hope.
The Sir John Macdonald memorial committee will appeal to members of parliament to interest their constituents in the scheme.
Sir John Thompson gives the following notice in connection with his admiralty bill: "That it is expedient to provide that salaries of local judges in admiralty as such judges be less testy. The local judges of the district of Quebec, \$2,000 per annum; district of New Brunswick, \$1,000; Nova Scotia, \$1,000; P. E. Island, British Columbia and Toronto, each \$600, and that each judge shall be paid such travelling allowances as the governor in council from time to time determine."

The house will not sit tomorrow (Saturday), but the privileges committee will meet in the morning and perhaps continue all day. The cross-examination of Murphy will be exceedingly interesting.
TUESDAY, July 3.—The voting of supplies estimates for the year ending last Tuesday, was completed today. The next question that arose was the regular estimates for the public services of the year which commenced on Wednesday. It would probably require all available time for perhaps two weeks to go through this book and vote supply. Meanwhile the services are going on and money is required from day to day that is not voted. The opposition naturally does not like items to be rushed through without discussion. The expedient adopted tonight is that known as the proportionate vote. The house went into committee, taking up each item and voting one-tenth of the amount asked without discussion. This percentage will keep the public services in operation, and necessary criticism can take place over the voting of the remaining nine-tenths.
In the house this afternoon the estimates were continued.

General Intelligence.

A REAR COLLISION.

BY WHICH TWENTY FIVE PERSONS WERE KILLED.

ON THE NEW YORK, LAKE ERIE AND WESTERN RAILWAY AT RAVENNA.

CLEVELAND, Ohio, July 3.—At 3 o'clock this morning, while the express train bound for New York on the New York, Lake Erie and Western railway was standing at the depot at Ravenna, Ohio, waiting orders, it was dashed into the rear by a freight train. The day coach on the rear was completely telescoped and nineteen passengers were killed. Thirty-eight were injured. The coach and two sleepers took fire and were soon consumed, burning many bodies so that they were almost unrecognizable. A special with surgeons and nurses has been sent from Youngstown.

Many of the passengers on the train were asleep when the awful crash came, and a number were crushed to death in their berths. The scene was a terrible one. Cries of help came from all parts of the train mingled with the dying groans of others whose lives were being crushed out. Steam was escaping from the monster freight engine and soon the wreck caught fire and flames crowded upon those who were fast in the debris. In several instances persons slowly burned to death while pleading with their last breath for help that could not be rendered. The wreck was complete. Cars were piled upon and across each other almost in a solid mass. As fast as the injured were rescued they were conveyed to the station, where physicians rendered all the assistance possible. The dead were removed to an undertaker's establishment, where they will await identification. It would appear that the accident was due to the carelessness of someone in leaving a switch open. The rear car contained 46 passengers, all of whom were glass workers employed at Findlay, enroute for their home in New York state. John Griffin of Boston is among the missing.

NEWS FROM EVERYWHERE.

The scientific rain-persuading experiment in Dakota was highly successful. They exploded 400 pounds of dynamite, and it has been raining ever since. The people are now beseeching the scientists to turn off the water.

A few days ago a well known Toronto agent of the Eastern insurance company had a pair of pauldrons from him while enroute to Halifax over the C. P. R. He was asleep in a pullman berth, and one of the windows was slightly raised. At one of the stations someone lifted the window up to its full height and pulled the pants out, leaving the insurance man in a nice fix.

The army worms are playing havoc with the marbles in Granville, N. S. It is stated that they have left some of the marbles as bare as though fire had swept over them.

SYDNEY, N. S. W., June 30.—Complete election returns show the opposition has elected 57 members, the ministerials 51, the labor party 26 and the independents 3. The representatives of New South Wales will number 75 for protection and 62 for free trade.

OTTAWA, June 30.—The office of the Citizen was badly gutted by fire this evening. The building was seriously damaged and the plant almost entirely destroyed. The Citizen company has \$16,000 insured, and James Taylor, who had the job office leased, has \$2,000 insurance.

BANNOCK, Me., July 5.—Ex president Hannibal Hamlin, aged 82, died about 10 p. m. Saturday at Tarantula Club room, where he had been spending the afternoon. Death resulted from heart disease. He leaves a wife and three sons.

NEW YORK, July 5.—Sir George Baden-Powell, the English Boy Scout commissioner appointed to arbitrate the

sealing question, arrived today in the Etanria. He took the train at seven this evening for Montreal.

In the British house of commons on Thursday, Mr. Goschen said that the government was travelling to advance £200,000 to promote emigration from the Scotch Highlands to British Columbia.

BRITISH, July 2.—A tornado has caused terrible destruction throughout the Lower Rhine district, in the neighborhood of Saarlouis. Houses were overthrown, trees uprooted and many cattle killed. The total damage is estimated at \$250,000. At the village of Anrath scarcely a house was spared; 40 were destroyed totally and one man killed. The damage there is estimated at \$175,000.

The famous salt lake, Alton, 2,154, located at Muskegon, Mich., on the 29th ult. in 2,203, which is the fastest mile of the season over a half-mile track. It is probably the fastest ever trotted in public this early in the season on a half mile circle.

There is a vast bed of pure rock salt in the Colorado Desert, and the Southern Pacific railway, in laying their tracks to the salt mines, crossed a point where for over 3,000 feet they had to make a pile and haul the track with lumps of pure salt crystals.

The extremely hot weather in California continues. Friday last was the hottest day ever known in the State. In the interior the thermometer ranged from 110 to 130 degrees in the shade. The intense heat has burned up \$110,000 worth of crops and fruits.

Brigoli Wilkes, who trotted to a record of 2:25 at Fitchville lately, is the youngest son of George Wilkes, who has obtained a record better than 2:30. As his name indicates, his dam is by Brigoli 77. W. H. Wilson bought a half interest in him after his race for \$7,500.

SNEAK THIEF CAUGHT.—A female sneak thief stripped the house of Mrs. Robitaille, Campbellton, of a gold watch and other articles lately in the absence of her husband, Mr. Henderson, a fireman on the International railway, in the night of Wednesday morning with a bundle containing the plunder. She got away on the train, but was followed by Policeman Duncan and arrested at Eel River, N. B.

CAVE THIEF, July 2.—A body of armed men, composed of about 100 men and their families, crossed the Limpopo yesterday, leading Mashonaland, taking the first steps toward founding the republic of the north. These men were pioneers of the "Big Trek," a long talk of, to prevent which President Kruger promised to use his utmost endeavors when he was informed the British government would consider any such invasion as an act of hostility against the queen. The pioneers of the "Big Trek" were no sooner in Mashonaland than they were met by police and troops in the employ of the British South Africa Company, who drove the Boers back and treated their leaders.

ST. JAMES, N. F., July 3.—The grip has reached in this colony the proportions of a severe epidemic. In this city it is not extraordinarily prevalent, but in the suburbs the disease has attacked whole settlements and deaths have been numerous and sudden. At Trinity Bay deaths are taking place every day. It is reported that almost the entire population of Ferryland is down with the disease and in Port au Port, in the district of Burgeo, there are hundreds of cases. In Dildo, New Harbor, Chapel and neighboring places the bulk of the people are stricken with the epidemic in its severest form. The fishermen are completely disabled and fishing has ceased entirely and since June 9 hardly a man has been able to fish. Many have died, and the weak and the sick have to be buried. As yet there is no abatement of the disease.

SAN DIEGO, Cal., July 5.—The Chilean transport "Itata" and the United States cruiser "Charleston" arrived in port at 9:30 yesterday morning direct from Iquique. An Associated Press reporter visited the "Charleston" and from her officers learned that in Port au Port, in the district of Burgeo, there are hundreds of cases. In Dildo, New Harbor, Chapel and neighboring places the bulk of the people are stricken with the epidemic in its severest form. The fishermen are completely disabled and fishing has ceased entirely and since June 9 hardly a man has been able to fish. Many have died, and the weak and the sick have to be buried. As yet there is no abatement of the disease.

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THE 12TH DAY OF JULY, in REDALIA, and here extend an invitation to brethren throughout the County to join us on that occasion. JOHN MCCORMACK, Secretary.

NEW ADVERTISEMENTS.

Southwest Boom Co.

Sale of Market Logs.

There will be sold at Public Auction on MONDAY, THE 20TH OF JULY, at 3 o'clock in the afternoon, in front of the Engine House, Newcastle, all the unmarked and prime logs rafted at the Southwest Boom during the present season.

TERMS CASH.

ALLAN RITCHIE, President.

NEW ADVERTISEMENTS.

Executors' Notice.

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JOHN CHISHOLM, Executor.

JOHN RYAN, Executor.

Bathurst, July 7th, 1891.

New Advertisements.

SEALED TENDERS addressed to the undersigned, and enclosed "Tender for Civil Public Buildings," will be received until Thursday, 25th July next, for Civil supply for all or any of the following Public Buildings.

Specification, form of tender, and all necessary information can be obtained at this Department on and after Monday, 25th June.

Persons tendering are notified that tenders will not be considered unless made in the printed forms supplied and signed with their actual signatures.

Each tender must be accompanied by an accepted bank cheque equal to five per cent of the amount of tender, made payable to the Honourable Minister of Public Works, which will be forfeited if the party declines to enter into a contract when called upon to do so, or if the party fails to supply the material specified in the tender.

The Department will not be bound to accept the lowest or any tender.

By order
E. F. E. ROY, Secretary.

Department of Public Works,
Ottawa, June 29th, 91.

TRUSSES!

A Full Line of
SINGLE & DOUBLE
TRUSSES.

UMBILICAL Belts.

Measures taken for
ELASTIC STOCKINGS.

Any Truss that is not on hand can be Ordered.

FOUNTAIN HEAD
DRUG STORE.

H. H. JOHNSTONE, PH. C.
Newcastle, July 4, 1891.

Haying & Farming
TOOLS

SALTER BRICK STORE.

The Celebrated
RIFORD SCYTHES

The mow I have sold for twelve years continues to lead all other makes.

Straight and Bent handled Three Time Hay

FORKS

Patent Scythe Snaths
Rakes, Fork Handles,
Scythes & Mowing machine
Stones, Hoes, Potato
Forks & Hooks.

—WHOLESALE & RETAIL—
JNO. FERGUSON,
Newcastle July 7, 1891.

Art Tuition.

The Subscriber wishes to form a class of Students for the study of

Landscape and Floral Painting
IN OIL.

For Terms and Particulars apply to the subscriber at the residence of Mr. Geo. N. Clark, Newcastle.

A. A. ALLEN.
Newcastle, July 1, 1891.

JULY 12TH.

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JOHN CHISHOLM, Executor.

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Bathurst, July 7th, 1891.

MILLINERY.

I have selected from the leading English and American dress makers a beautiful assortment of Ladies' Misses' and Children's

HATS and BONNETS, with all the necessary trimmings in Ribbons, Laces, Mille Frontiers, Silks, Satins, Velvets, Plushes, Crapes, Flowers, Feathers, Ornaments and all the latest novelties in Hats, Bonnets, Corsets, Gold & Silver Hair & Bonnet frames.

I would call the attention of the ladies to my lovely line of veiling. I have also a great variety of Infant's Caps, Ladies' Embroidered Gowns, Headed Shoulder Capes, Hamburgs, Gaiters, Hosiery, Purses, etc., Fancy Work, Gold and Silver Beads, Hair Ornaments etc., all of which is being sold at a low figure. All orders promptly attended to.

—Finest Assortment of—
Mrs. J. Demers,
Newcastle, April 27, 1891.

ARE YOU
GOING FISHING?

If so call at the Newcastle Drug Store and get a list of the latest fishing tackle. We have the following assortment of FISHING TACKLE: Jack Scott, Durham Ranger, Silver Doctor, Gold Doctor, Black Patent, Nip, Cock Robin, in London, Paris, etc. Also Lines, Castings, Lures, Fly Books, Hooks and Reels, in fact the complete outfit for all kinds of fishing.

The Department will not be bound to accept the lowest or any tender.

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JOHN RYAN, Executor.

Bathurst, July 7th, 1891.

CARDING.

Wilson's Carding Mill at Derby is now in full operation.

All wool left at the mill will be promptly Carded.

—Wool left with—
E. A. Strang, Chatham.
Win. C. Stothart, Moorfield,
or P. Hennessy, Newcastle.

Derby, June 15, 1891.

ST. JOHN SUN.

The Weekly Sun,
the Leading Commercial and Family paper of the Maritime Provinces.

ENLARGED IMPROVED
12 PAGES! 12 PAGES! 12 PAGES!

the paper of the Maritime Provinces. 12 Pages, 72 Columns. Containing the latest news from all parts of the world.

Telegraphic and Shipping News.
Dr. Talmage's Sermon, as preached the Sunday previous to Publication.

Latest MARKET Reports.
An Interesting Serial:
The Farm.
The Household.

and a large variety of useful and instructive reading.

Will be sent to any part of Canada, United States, Newfoundland, & Great Britain for ONE DOLLAR PER ANNUM.

The large and constantly increasing circulation of the WEEKLY SUN makes it a most desirable medium for ADVERTISERS wishing to reach all parts of the provinces. RATES LOW.

THE DAILY SUN.

2 cents per copy; \$5.00 per annum. The best advertising medium in the Maritime Provinces. Rates furnished on application.

ADDRESS: THE SUN,
St. John, N. B.

Intercolonial Railway.

191. SUMMER ARRANGEMENT '91.

On and after Monday, the 22nd June 1891, the trains will be run daily, (Sundays excepted) as follows:

Will leave Newcastle
Express for St. John and Halifax (Mondays excepted)..... 12:15
For MONCTON AND ST. JOHN..... 12:15
For CAMBRIEN AND ST. JOHN..... 12:15
For QUEBEC AND MONTREAL..... 12:15
All trains are run by Eastern Standard time.

Railway Office,
Moncton, N. B., June 19, 1891.

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