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Gold Suits, Broaches and Bar Rings.
Ladies and Gents' Rings.
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1881.
BARGAINS
can now be had in
WINTER GOODS,
as the Season's Stock will be
reduced to clear.
F. B. EDGECOMBE.

1881.
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QUEEN STREET, FREDERICTON.
NEW GOODS!! NEW GOODS!!
Hosiery, Knitting Cottons, Sheetings, Prints, Tickings, Towels, Table Linens, &c.
GOOD CHOICE AND GOOD VALUE.
Parks' Knitting Cottons of all Colors and Numbers. Now is the time to knit for summer wear. Parks' Cotton Wraps in all Numbers at Factory Prices.
F. B. EDGECOMBE.

1881.
WANTED
3,000 YARDS
GRAY HOMESPUN.
in exchange for GOODS at
CASH PRICES.
ALSO
DOMESTIC YARN.
F. B. EDGECOMBE.

Communications.
To the Editor of the Maritime Farmer:
MR. EDITOR.—I have observed in recent issues of the MARITIME FARMER, mention made of a feeling of discontent with the working of the School Law, particularly with the provisions of the Section which regulate the Provincial aid to teachers. It is not necessary to rehearse these regulations here, as they are now pretty generally understood, but when I first read the School Act, I was struck by the fact that the provisions of the law, and I have frequently expressed, publicly, the opinion, that the full benefits of the system would not be experienced until that section was in force. I hold that the principle of retaining everyone according to their deeds is a sound one, and is specially adapted to the working of our school system. The change will have the effect of elevating the standard of efficiency in our schools, it will stimulate both teachers and pupils to increased diligence, with a view to getting their schools into as high a grade as possible. It will encourage the faithful and competent teacher, and wean up those who are half asleep.
In the section in which I reside, there has not been much complaint. Our schools were subjected to a thorough examination by Inspector Mullin in September last and classified, and although some, perhaps, did not attain to as high a grade as they expected, the classification is generally conceded to be a just one.
I might say of Mr. Mullin, that so far as my observation extends, he is a most conscientious and efficient officer.
In conclusion, while I limit that there are some of the provisions of the Act which might be improved, I trust that the Board of Education and the Legislature will stand firm and maintain in its integrity, the Section Regulations relating to Provincial aid to both Superior and Common Schools.
Yours respectfully,
WM. McBEAN.
Nashwaak, March 5, 1881.

Maritime Farmer.
FREDERICTON, N. B., March 24, 1881.
The Legislative Council Abolished.
The House of Assembly has gone as far as it can to abolish the Legislative Council, it has passed the bill introduced by the government to do away with that body. It has done the deed, and nobody is satisfied. The government who had the bill thrust into their hands, and those of the party who voted for it are half pleased; Mr. Blair and the Opposition who did vote for it, are not pleased, because the government have checked them in their scheme of abolishing the Legislative Council is decidedly displeased at the presumption of the Lower House passing the sentence of extinguishment on their elders and betters, and the country we presume is not three quarters pleased to see the Assembly wasting time with futile legislation. For no one supposes that the Legislative Council passed any cry content to the Bill that has been passed, or ever will to any similar bill passed by the present House. He never had any sympathy with the cry for the abolition of the Legislative Council. As a measure of economy it is very slight. There is no feeling in the Province that we can discover, against the Council, no desire that it should be abolished. Mr. Blair and the Opposition desired it, or say they desired it, but not because they have any conscientious conviction or sound constitutional reason, as far as we can gather, that it ought to be abolished, but because, or as long as, the cry for its abolition could be used against the government. It is not the slightest satisfaction to them that the government and the House have acted on their policy. In fact they feel badly about it. Mr. Blair, and the Opposition who had to express dissatisfaction, and not being able to do it against the principle of the bill, blamed the government for bringing on the bill so late in the session, and not allowing the Legislative Council time to consider an important measure. As if it signified! Similar bills have been before the Legislative Council before. All the reasons why it should not be abolished are out and dry in the minds of members. There was no need for mature deliberation or prolonged debate. Its fate—summary ejection, or a hasty chuck under the table, or whatever more polite phrase may be used to express it, was certain. There will be no use for the present House to go through the farce of sending up a similar bill next year. The sense of the country must be taken on the question of the abolition and if the Legislative Council, found that it was against it, it would be in order for it gracefully to put an end to itself.

Woodstock and Harvey Railway.
It is astonishing how much nonsense people will sometimes talk, and it does not make much difference that those people are considered well informed, shrewd business men. When they get switched off on some hobby, it is difficult to say how far they will go. St. John is proverbial for the erratic spasmodic manner in which it treats many of the most important questions of the day; and when it calls in the aid of that most unstable body called the Board of Trade we may be sure there is some piece of wild-cat business to be foisted upon the public, under the guise of a body that really knows little about the matter.
We are led to make those remarks owing to the action of the St. John Board of Trade in regard to the proposed railway from Woodstock to Harvey. We paid little attention to much that has been published lately about this project, as we could not believe there was any serious intention of forming a company, much less any thought of building the road, but when the St. John Board of Trade came before the public with erroneous statements, we feel it necessary to expose the errors, which might pass for truth if not contradicted.
It is stated that the distance between St. John and Woodstock and points above is much shorter by the proposed road than by the N. B. Road from Fredericton. It may be a little shorter from St. John to Woodstock; but that is not the point aimed at; the track that is sought is from further up, and as Hartland is a point common to both routes we have no hesitation in saying that the present line from Hartland to St. John is as short as that proposed, and the great trade that is expected to come over the road when perfected can be done just as well by the present road, provided a bridge is built at Fredericton, which we have every reason to believe will be done. It is a great deception to say that the country through which the road would pass is so very fine; the fact is, that except for a few miles near Woodstock, which does not require a railway, it is a miserably poor, almost worthless tract of country. We do not overstate the facts when we say that much of the land is not worth the cost of recording a deed of it. Anyone can see plenty of just such land along Western Extension. No disinterested party that knows the country will say it is worth 25 cents per acre, except in some few spots. Very little of it will ever be settled, and if such an attempt was made the poor settlers would starve to death.
From Hartland to St. John by the New Brunswick, Fredericton and St. John and

Meine Roads, is as near a straight line as it is generally possible to build railways, except on prairie land, and we assert as near a straight line as it would be by the proposed line; the one diverges little to the east of a direct line and the other a little to the west. A reference to the map lately published with the Surveyor General's pamphlet will prove the truth of this. In the name of common sense why should a new road be built when there is one already as direct and capable of doing twenty times as much work as being done by the proposed line? We assert the proposed line is worthless as a local road, and useless as a through road, and any business it could ever get to do can be as well done by the existing roads.
When this is the case why should the existing roads be injured? Are our roads improved so well that they should be made subject to a little competition?
We know our statements are true and if so what becomes of the St. John Board of Trade? We do not accuse the Board of willfully making erroneous statements, but we do say that they have put forth statements without such a knowledge of the facts as they should possess before they attempt to direct the Legislature what it should do.
We do not believe there is a member of the Board of Trade who knows anything about the matter beyond what he has been told by some interested party who is trying to work this project for other purposes. We know the objects of all this agitation and the movers were getting desperate when they tried to get the Board of Trade to help them. We believe the Board is merely being made use of, and the real promoters have no intention of building the road if they get a dozen charters—they have other views.
In proof of the correctness of our statements we insert the following table of distances by each route. We have obtained these distances from reliable authority.
Distance from Fredericton Junction to Hartland by the proposed route via Harvey and Woodstock:
Fredericton Junction to Harvey, 20 miles
Harvey to Woodstock, 50 " " "
Woodstock to Newburg, 6 " " "
Newburg to Hartland, 7 " " "
Total distance, 83 " " "
Distance from Fredericton Junction to Hartland by the present route via Fredericton:
Fredericton Junction to Fredericton, 22 miles
Fredericton to Hartland, 61 " " "
Total distance, 83 " " "
This includes the crossing of the River at Fredericton, and the chances are that when the new road from Harvey is located, it will be some miles longer than the above estimate, it cannot be shorter.

The Telegraph Monopoly.
The question of the Telegraph Monopoly, is being discussed in the States, and no doubt, if the people are thoroughly in earnest, they will find means to break it. The growth of the Western Union Company is cited as one of the most remarkable instances on record, of the grasping power of corporations. In 1850 it began its corporate career, with an authorized capital of half a million dollars, only three fourths of which had been issued at that time. It has grown step by step, until its capital stock since its recent consolidation with the "American Union," and "Atlantic and Pacific" Companies has reached the sum of \$80,000,000. The issuing of scrip or stock dividends, is said to have constituted one of the chief features of its corporate management. Prior to the consolidation, its capital stock amounted to \$41,000,000, \$26,000,000 of which was the product of scrip dividends, and the remainder \$15,000,000, the money actually invested, \$39,000,000 was issued in the purchase of the American Union and Atlantic and Pacific Companies, \$28,000,000 of which was watered stock. It is believed, that the entire property of the consolidated companies could be produced with new material, for not exceeding \$20,000,000. Dividends of eight per cent will have to be paid upon their enormously inflated capital of \$80,000,000, amounting to \$6,400,000 annually, the dividends on the \$20,000,000 actually invested by the consolidated Companies, would be \$1,600,000; thus leaving \$4,800,000, as the amount that is exacted from the business of the country to pay dividends on watered stock. The people of the United States pay more for telegraphing than the people of any country in the world that is civilized enough to have a telegraph system. The average price paid for an ordinary message of ten words, in the United States is thirty-eight cents; in England the average price for an ordinary message throughout the Kingdom, of twenty words, is twenty-five cents. The distances in the United States are much greater of course than in the United Kingdom, but as the principal expense is in sending, receiving and delivering the messages, the cost of telegraphing is but a little consequence.
Various means of relieving the country from the exactions of the monopoly are suggested. Congress acting with the power of regulating commerce, might undertake to regulate the rates of telegraph communications, it having been decided by the Supreme Court, that the sending of messages by telegraph is commerce within the meaning of the constitution; the objection to this course, is that Congress has never assumed heretofore the right to regulate either the rates upon railroads or telegraph lines, and whether the power exists to fix arbitrarily such rates, as to interstate communication, is a disputed question. This would therefore be an exceedingly doubtful means of relief. Another suggestion is, that Congress might authorize the construction of telegraph lines at the expense of government, to be operated in connection with the Post Office Department, (as is done by the British government with success and profit), leaving the lines now owned by corporations, to be managed by them in their own way; or the government might enter into a copartnership, by aiding a private corporation by means of which without any appropriation of public funds, individual enterprise could be successfully introduced at greatly reduced rates, without the possibility of expense to the government. Lastly, it is suggested, that the government should purchase and operate and extend the existing lines. In an Act, 1863, bestowing important privileges and franchises on telegraph companies, a proviso was inserted, giving the United States government power to purchase, at an appraised value all telegraph lines for postal military or other purposes. As all of the companies now consolidated, filed with the Post Master General their acceptance of the restrictions and obligations of the Act of 1863. They could not refuse to sell their lines, though they would demand very strong理由, if asked to sell out for \$20,000,000. The British government bought out all the telegraph lines of private companies, by paying the exorbitant sum of fifty million dollars (ten millions sterling). The United States government if they force a sale, are not likely to commit a similar mistake, or pay any thing like the amount of their nominal stock, \$80,000,000 to the consolidated companies. The whole question of "The Telegraph Monopoly" is fully discussed in the *North American*

Auditor General's Report.
Our remarks in our article, last week, on the Budget, concerning the difficulty of understanding the public accounts, might be taken as a reflection upon the way the Auditor General makes out his report, and some have understood it in that way, though certainly we did not mean it and had not the report immediately in our mind when we penned the remarks. What was said by us was gathered from the expression of members (as reported in the published debates) regarding the difficulty of understanding the financial situation from the public accounts, and was meant to express their opinion not our own. On examining the blue book, there is no want of method and clearness in the way in which the Auditor General puts financial facts before the public. Indeed it is difficult to see how it is possible to do this in a way more simple and concise than that which Mr. Beak adopts. In the first place he gives an abstract of all monies received and paid out, which is followed by the detailed accounts of the different departments, the one agreeing with the other. All the information that can be given is thus placed before the people and their representatives. A charge was made by one of the speakers on the opposition side, that "expenditures incurred one year do not appear until the next year." This, if made a charge against the Auditor falls to the ground. His reports upon what is placed before him, and is not responsible for what he knows nothing about.

Polar Exploration.
The *New York Tribune* says:—
"The two Polar expeditions to be sent next summer—one to Lady Franklin Bay, the other to the north coast of Alaska—are part of a Polar observation enterprise in which several European nations are participating. Russia has promised to occupy two points on the north coast of Alaska, Eastern Siberia, the Siberian. Sweden has promised to occupy North Cape in Finland. Denmark will establish a station at Upernivik, Greenland. Germany will occupy the Cape of Good Hope, the station of Jan Mayer, east of Greenland. Holland will occupy the mouth of the Obi and Spitzbergen, while Austria will occupy the Cape of Good Hope. Canada will probably occupy Melville Island. Italy will fit out an expedition to the southern hemisphere."

A Wicked Plot.
Since writing our remarks about the Woodstock and Harvey Railway, the St. John papers of Tuesday have come to hand, the determined manner in which they have taken hold of this matter, would seem to prove that what we regarded as idle rumours, may have some foundation, in fact, indeed one paper plainly intimates that the New Brunswick Railway Syndicate, are the promoters of this scheme. If this is a fact, it can only have one object in view, and that is to abandon the present road from Hartland to Gibson, and adopt the new route to St. John.
There has been a lot of queer stories going round lately, all tending to show that this was the intention, but we treated them as mere fables. But when we are told that the cost of a bridge at Fredericton, and the price asked for the Fredericton Road will build the proposed connection, and the Company would get rid of the Branch at Woodstock, and only have one main line from the St. Lawrence to the Junction, with the St. John and Maine Road at Harvey, we would be simple indeed, if we refused to believe that a deep laid plot to injure this city and the County of York, in fact the whole of the important district on the east of the St. John river, from Hartland down, is contemplated.
The wish to abandon the present road from Hartland to Gibson, is clearly revealed. We know this iniquitous scheme cannot be carried out. The charter and the contract by which they obtained the lands prevent it, but we are now inclined to think the desire of this city and County, to look after their own interests. We have no fear but that our representatives in the Legislature will prevent the bill passing. The only danger was that it might have slipped through without the real object being observed, but now that we have exposed it, we feel satisfied it will go no further.

Prorogation of Dominion Parliament.
The Dominion Parliament was prorogued on Monday afternoon. The session thus closed, will be forever memorable for the passage of the measure for transferring to a company of capitalists, the responsibility of constructing and operating the Canadian Pacific Railway, and it will be memorable for no other act of legislation. Parliament appears to have exhausted itself over the P. R. Contract, and to have had no energy left for any other great act.
The measures alluded to by the Governor General in his prorogation speech, were the acts to extend the boundaries of Manitoba, to amend the naturalization laws, to consolidate and amend the general railway acts, and the laws relating to government railways, and an act concerning the Indian population of the Northwest. There is one act of omission on the part of the House of Commons, which, in the eyes of a large portion of the people, in the Dominion, will go a long way towards exciting them for any acts of commission. This is the failure to pass the Senate's Clause B to the Canada Temperance Act, or rather to speak more correctly, though by doing so all merit is taken from their nomination, they had not the opportunity to pass it. Hon. Mr. Almon's Bill perished "in the slaughter of the innocents," which usually signifies the closing days of Parliament, it was not brought up, whether in deference to the very strong disavowal with which it was looked upon by Temperance people generally, or because there was no time left to discuss it, we cannot distinctly say. There was another act of omission on part of Parliament, which will be very gratifying to another large portion of the people of the Dominion. It did not legislate to allow a man to marry his deceased wife's sister. Hon. Mr. Girouard did not bring up the bill. The clergy and laity of the Church of England can if they choose, congratulate themselves that the Bill was kept back in deference to their protests and petitions. Though it may be, it was not moved this Session, as the question has not yet been dealt with in the British Parliament. It is said that there is a majority now in favour of it is true, in the House of Lords, in favor of the measure, and that when "the deceased wife's sister" Bill again comes up there, it will pass with little or no obstruction. If that is so, it is only a question of time when a similar measure will be enacted by the Dominion Parliament.

The Boers.
Late telegrams do not point to the conclusion that the Boers though flushed by their successes will not be brought to a proper state of mind for negotiation until they are made to feel the power of the British. They are willing if the statements said to have been made by Vice-President Kruger are to be relied on, that the Transvaal should exist as a republic under a British Protectorate, more in name than reality. Such a state of virtual independence it is not, in the view of the British government, judicious to grant. It is stated that the instructions given to Sir Evelyn Wood insist that the Transvaal shall remain subject to the paramount authority of the British Crown, not merely formally by submitting and accepting the act of the government as an installment of justice, leaving insistence on the full measure to a more convenient opportunity.

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New Agricultural Implement Manufacturing Company.
A company has been organized in Windsor, N. S., and propose to apply for incorporation as the "Maritime Reaper and Mower Company," with a capital of \$100,000, for the manufacture of mowing machines, horse rakes, reapers, steel ploughs, and other agricultural implements. The provisional directors are gentlemen belonging to Hantsport, Turro, Cornwallis, and Windsor. It is estimated that the annual cash value of the agricultural implements imported from Ontario and the United States amounts to \$150,000, and it is thought advisable to try and keep the money in the Province.
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Canadian Pacific Railway.
A special general meeting of the shareholders of the Canadian Pacific Railway Company, No. 18 Parliament Street, London, England, on Tuesday the 29th of March, for the purpose of considering the mode of carrying out the contract with the Government of Canada, the financial arrangements for its performance, and of doing and resolving any such things as should be necessary for those purposes, in which may be included authorizing the issue of mortgage bonds in any of the modes provided for by the charter of the company, and the execution of the mortgage deeds, bonds, and other instruments requisite for and in connection with such issue, and also for the purpose of considering the bye-laws of the company and of completing the organization of the company and preparing generally for the prosecution of the works contracted for.
The Duke of Devonshire in order to increase the value of a tract of land he owned, is supporting a railway bill which, if passed, will destroy Wimbledon for shooting purposes. The National Rifle Association has therefore petitioned against the bill, as there is no other suitable rifle range near London, and the interests of our Volunteers are of greater importance to the nation than the private interests of the Duke, we hope the prayer of the petitioners may be granted, and the history of Wimbledon saved from abrupt termination.—E.

IRELAND.
The Irish question is, to all appearance, in a fair way of being settled to the contentment of all peaceable and reasonable people in Ireland. "The Arms Bill" has now passed both Houses of Parliament: the obstructionists have after a hard struggle, been beaten. The leading Home Rule organ in Dublin has appealed to Parnell and his colleagues to consider whether they should not abandon parliamentary obstruction, refrain from harassing the government on non-Irish questions, and devote themselves to keeping up the courage of the Irish people at home. But it really appears as if the Irish people have become weary of the rule of Parnell and the Land League. It is certain that "boycotting" is being given up, and many who withheld the dues of their landlords are now paying their rents. A number of arrests of Land Leaguers, under the authority of the Protection Bill, have been made. The arrest of a man named Boyton, (brother of the famous swimmer, Capt. Boyton) an Irishman born, but a naturalized citizen of the United States, who went over to give advice to the Land Leaguers and was clapped into jail for his pains, has made a little noise. But the United States authorities will not take up his case and demand his release. He will be taught the lesson that it is no more allowable for an American subject to endeavor to stir up trouble in Ireland, than it would be for a British subject to go crusading through the States and setting its laws at defiance. Ireland, according to a New York telegram, is threatened with the visit of another American subject which might embarrass the government. The mother of Parnell was present at a Land League meeting in that city lately and spoke. She said "that she expected to bear of the arrest of her son and daughter in England, and in that case, she would go to Ireland herself and take their place and see if a daughter of "old Ireland" and a grand daughter of Washington's aid-camp would be arrested." We do not believe that Mrs. Parnell would be arrested if she carried out her threat, but the appearance on the scene of this modern "mother of the Gracchi," would do much to extinguish the movement of her son and daughter have been distinguished leaders in Ireland, as has been projected, to form a league for the obtaining of justice, that Mrs. Parnell would be a powerful auxiliary. In the present state of the Irish question, it is not likely though, that the Ladies' League will become an effective organization. It hardly required a powerful denunciation of the proposed league from Archbishop McCabe who made it one of the subjects of his Lenten pastoral to dissuade the daughters of Ireland, whose modesty was the ancient glory of the island, from taking the platform. The agitation the holding of monster meetings, may be renewed with vigor when the long expected, much delayed land bill is brought down. It is not expected that Mr. Gladstone will introduce it until after the Easter recess. The measure, liberal as it likely will be, cannot be expected to satisfy the extravagant and high wrought expectations of the extreme Home Rule party, and they will denounce it vigorously, but they will end, most probably, by submitting and accepting the act of the government as an installment of justice, leaving insistence on the full measure to a more convenient opportunity.

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IRELAND.
The Irish question is, to all appearance, in a fair way of being settled to the contentment of all peaceable and reasonable people in Ireland. "The Arms Bill" has now passed both Houses of Parliament: the obstructionists have after a hard struggle, been beaten. The leading Home Rule organ in Dublin has appealed to Parnell and his colleagues to consider whether they should not abandon parliamentary obstruction, refrain from harassing the government on non-Irish questions, and devote themselves to keeping up the courage of the Irish people at home. But it really appears as if the Irish people have become weary of the rule of Parnell and the Land League. It is certain that "boycotting" is being given up, and many who withheld the dues of their landlords are now paying their rents. A number of arrests of Land Leaguers, under the authority of the Protection Bill, have been made. The arrest of a man named Boyton, (brother of the famous swimmer, Capt. Boyton) an Irishman born, but a naturalized citizen of the United States, who went over to give advice to the Land Leaguers and was clapped into jail for his pains, has made a little noise. But the United States authorities will not take up his case and demand his release. He will be taught the lesson that it is no more allowable for an American subject to endeavor to stir up trouble in Ireland, than it would be for a British subject to go crusading through the States and setting its laws at defiance. Ireland, according to a New York telegram, is threatened with the visit of another American subject which might embarrass the government. The mother of Parnell was present at a Land League meeting in that city lately and spoke. She said "that she expected to bear of the arrest of her son and daughter in England, and in that case, she would go to Ireland herself and take their place and see if a daughter of "old Ireland" and a grand daughter of Washington's aid-camp would be arrested." We do not believe that Mrs. Parnell would be arrested if she carried out her threat, but the appearance on the scene of this modern "mother of the Gracchi," would do much to extinguish the movement of her son and daughter have been distinguished leaders in Ireland, as has been projected, to form a league for the obtaining of justice, that Mrs. Parnell would be a powerful auxiliary. In the present state of the Irish question, it is not likely though, that the Ladies' League will become an effective organization. It hardly required a powerful denunciation of the proposed league from Archbishop McCabe who made it one of the subjects of his Lenten pastoral to dissuade the daughters of Ireland, whose modesty was the ancient glory of the island, from taking the platform. The agitation the holding of monster meetings, may be renewed with vigor when the long expected, much delayed land bill is brought down. It is not expected that Mr. Gladstone will introduce it until after the Easter recess. The measure, liberal as it likely will be, cannot be expected to satisfy the extravagant and high wrought expectations of the extreme Home Rule party, and they will denounce it vigorously, but they will end, most probably, by submitting and accepting the act of the government as an installment of justice, leaving insistence on the full measure to a more convenient opportunity.

Prorogation of Dominion Parliament.
The Dominion Parliament was prorogued on Monday afternoon. The session thus closed, will be forever memorable for the passage of the measure for transferring to a company of capitalists, the responsibility of constructing and operating the Canadian Pacific Railway, and it will be memorable for no other act of legislation. Parliament appears to have exhausted itself over the P. R. Contract, and to have had no energy left for any other great act.
The measures alluded to by the Governor General in his prorogation speech, were the acts to extend the boundaries of Manitoba, to amend the naturalization laws, to consolidate and amend the general railway acts, and the laws relating to government railways, and an act concerning the Indian population of the Northwest. There is one act of omission on the part of the House of Commons, which, in the eyes of a large portion of the people, in the Dominion, will go a long way towards exciting them for any acts of commission. This is the failure to pass the Senate's Clause B to the Canada Temperance Act, or rather to speak more correctly, though by doing so all merit is taken from their nomination, they had not the opportunity to pass it. Hon. Mr. Almon's Bill perished "in the slaughter of the innocents," which usually signifies the closing days of Parliament, it was not brought up, whether in deference to the very strong disavowal with which it was looked upon by Temperance people generally, or because there was no time left to discuss it, we cannot distinctly say. There was another act of omission on part of Parliament, which will be very gratifying to another large portion of the people of the Dominion. It did not legislate to allow a man to marry his deceased wife's sister. Hon. Mr. Girouard did not bring up the bill. The clergy and laity of the Church of England can if they choose, congratulate themselves that the Bill was kept back in deference to their protests and petitions. Though it may be, it was not moved this Session, as the question has not yet been dealt with in the British Parliament. It is said that there is a majority now in favour of it is true, in the House of Lords, in favor of the measure, and that when "the deceased wife's sister" Bill again comes up there, it will pass with little or no obstruction. If that is so, it is only a question of time when a similar measure will be enacted by the Dominion Parliament.

The Boers.
Late telegrams do not point to the conclusion that the Boers though flushed by their successes will not be brought to a proper state of mind for negotiation until they are made to feel the power of the British. They are willing if the statements said to have been made by Vice-President Kruger are to be relied on, that the Transvaal should exist as a republic under a British Protectorate, more in name than reality. Such a state of virtual independence it is not, in the view of the British government, judicious to grant. It is stated that the instructions given to Sir Evelyn Wood insist that the Transvaal shall remain subject to the paramount authority of the British Crown, not merely formally by submitting and accepting the act of the government as an installment of justice, leaving insistence on the full measure to a more convenient opportunity.

The Boers.
The American dealers in pork have been much exercised over, what they allege to be false reports of disease among the hogs of the United States, which, they think, have been maliciously circulated by parties interested in injuring their trade in England and other European countries where American pork is used. These reports have, even been made the subject of State remonstrances—one of the first acts of Sec'y Blaine having been to bring them under the notice of the British Minister at Washington, in order that he should make such representations concerning the remarkably good state of health of the American hogs to the British Government, as would dissipate their minds of the impression, that the American hogs are diseased, which has been conveyed to them by some British Consuls in the United States. We have not seen, yet, that the British Government have issued any order-in-Council on the matter.

New Agricultural Implement Manufacturing Company.
A company has been organized in Windsor, N. S., and propose to apply for incorporation as the "Maritime Reaper and Mower Company," with a capital of \$100,000, for the manufacture of mowing machines, horse rakes, reapers, steel ploughs, and other agricultural implements. The provisional directors are gentlemen belonging to Hantsport, Turro, Cornwallis, and Windsor. It is estimated that the annual cash value of the agricultural implements imported from Ontario and the United States amounts to \$150,000, and it is thought advisable to try and keep the money in the Province.
We have received a communication signed "Anglo Saxon," in answer apparently to some remarks of the St. John *Daily Sun*, on the Irish question. As we do not wish to open our columns to any controversy on the subject—we decline to publish it.
The communication of "Inquirer," concerning "Our Senator" received too late for publication in this issue. Will appear next week.
Never Return.
It is said that one out of every four real invalids who go to Denver, Col., to recover health never return to the East or South except as a corpse. The most profitable business of the world is the business of preventing and curing disease. This excessive mortality may be prevented and patients served and cured under the care of friends and loved ones at home, if they will but use Hay Bitters in time. This we know. See other column.

Canadian Pacific Railway.
A special general meeting of the shareholders of the Canadian Pacific Railway Company, No. 18 Parliament Street, London, England, on Tuesday the 29th of March, for the purpose of considering the mode of carrying out the contract with the Government of Canada, the financial arrangements for its performance, and of doing and resolving any such things as should be necessary for those purposes, in which may be included authorizing the issue of mortgage bonds in any of the modes provided for by the charter of the company, and the execution of the mortgage deeds, bonds, and other instruments requisite for and in connection with such issue, and also for the purpose of considering the bye-laws of the company and of completing the organization of the company and preparing generally for the prosecution of the works contracted for.
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New Advertisements.

REMNANTS!
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SEEDS!
FRESH LONDON
GARDEN, FIELD AND
FLOWER SEEDS.
10,000 YARDS
THE Subscriber has just received an unusual quantity of large Stock of SEEDS, direct from the world-renowned house of
James Carter, Dunnet & Beale,
comprising numerous and well-selected varieties of
Beet,
Carrot,
Turnip,
Mangold,
Parsnip, &c.
ALSO FROM BOSTON:
DANVER'S TRUE AMERICAN
YELLOW ONION SEED.
A last year's Onion grown from this kind of seed may be seen at the Subscriber's Store.
I have in addition the finest Stock of Fresh
BIRD SEED!
in the City, including
CANARY, HEMP,
RAPE, MAN,
—AND—
MILLET SEED.
THE above will be sold either in bulk, or in papers, and I invite the inspection of both Wholesale and Retail buyers before purchasing elsewhere, knowing that my favorable prices cannot be approached by any other dealer in the City.
Daily Expected, a full supply of
HARVEY GRASS SEED,
NORTHERN RED AND
ALSIKE CLOVER,
which will be sold at the Lowest Market Rates.

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