## The Rival Routes ably Discussed by Mr. Park.

A Review of the Project since its Inception.

(Speciatly reported for the Farmer.) MR. W. A. PARK-I shall occupy the attention of the Committee in particularly callcontract of the 20th of August last, but in among themdoing so I will try to be as brief as possible My whole idea is to put the Committee in

the Counties of Northumberland and York to struct under the Acts relating to the said Fredericton, in the said County of York, and Company, the line or lines of railway to be

building of a line of railway from Chatham, in the parish of Derby, or in the parish of in the County of Northumberland, to Fredericton, in the County of York. I am sure tham to connect that town with the Intercolonal, The Chatham Branch was build some time after, and every Member of this House knows the history of the construction of that branch, it is well within their recollection. Well, nothing was done towards the construction of the Miramichi Railway as I will gall the Northern & Western Railway until believe is generally known as the Lobster Act. That Act as we all know was framed, and it proposed to subsidize a line of railway from the City of Fredericton, or the Parish of St. Mary's, in the County of York, passing through the Counties of York and Northumberland to some point on the Intercolonial Railway, either in the Parish of Nelson or the Parish of Derby, in the County of North-

This line is the same as that contained in the Act passed in the year 1874, and the intention was to provide a subsidy to carry out and help to forward its construction. Directly this Act was passed it aroused popular ex. citement, and in the winter of 1875 the people of Miramichi got interested in the road Subsequently a public meeting was held with the Sheriff of Northumberland in the chair, and steps were taken which resulted in a survey being resolved upon and a com-pany being formed under the provisions of the Act of 1872. In the winter of 1875 the company had a survey made of the proposed line. I forget to state just now that by the Act of 1874 a subsidy of \$5,000 a mile was given to the road. In 1876 this company was recognized by the then Government as having been duly organized. Members of this Committee will recollect that last summer another Company was formed, and there were two Companies in the field. I therefore think that in future so as to avoid confusion I will designate the Company first formed as the old company, and when I refer to the company brought into existence last summer I will call it the new company. This old company pressed the Government for the subsidy when they found out that there was not sufficient to subsidize this line. To show that the old company was not wasting time, but was doing all that was in their power to obtain this subsidy, I will read you a letter that was received by the President of

and agree to grant them the aid provided by the Subsidy Act, 37 Vic., Cap. 8, for the line of railway from St. Marys to the Intercolonial, either in the Parish of Nelson or Derby, and enter into a contract for the building of the

JNO. JAS. FRASER,

R. R. Coll, Esq., Pres. Miramichi Valley Railway,

refused the aid which was granted to us by the Act of 1874. Was the company to formance of the contract. They would not for railway communication. On the other blame for this? Does any responsibility rest on their shoulders? Had they not done eral asked me instead, "what secruity the Chatham is swampy and not much settled all that was in their power and been refused company offered? I could not get any fur- and the land is very poor. So we have a aid by the Government?

subsidize the road things remained in abey- section of the Act incorporating the company. which, of course, will not be improved by ance until 1875 when the Central Railway Now I will read this section to you, it is as the line. The people on one side are calling CEALED TENDERS, addressed to the Postfirst came prominently before the people of the Province. Mr. Alex. Gibson, Mr. Inches

"When, and so soon as \$30,000 of this and led to an exhibition of a great deal of feelthat nothing come of it. The old company did all in their power to carry out the argument and so I was then acting as Serangement, and as I was then acting as Secretary for the company I wrote to Mr.

This was the question I was asked after

This was the question I was asked after

The power to tarry out the tarry

DEAR SIR.—At a recent meeting of the Directors of the Miramichi Valley Railway, a thing until it was done, and I was also incresolution was passed directing me to open formed that we had better re-organize so as join that line and make it more valuable.

The Chatham Branch railway, and of same days.

Printed notices containing further information as to conditions of proposed Contract may be seen, and blank forms of Tender may be seen. correspondence with you with the view of to comply with the Act. I accordingly went Petitions were prepared by him in favor of obtained at the Post Offices of Fredericton, ascertaining what Dersons you would name back to Northumberland and informed the old this bill, and sent out to every parish to Doaktown and Newcastle for appointment as President and Directors company of the result of my negotiations with obtain signatures to them. Every conceivfrom the Course of York, to join with a cer- the Government. We were only too willing to able means were used to obtain signatures

tain number sen from the County of North-do all in our power to obtain the subsidy, so as to that petition, persons were told, I have St. John, March 14th, 1884 umberland, to assist in the construction of In obedience to such resolution, I have to request you to furnish me with the desired requirements of the Local built," or that "It was in favor of a subsidy," information at your earliest possible con-

venience. Hoping to hear from you concerning the above at an early date. I have the honor to be, Your dedient servant.

J. L. INCHES, E.

cerned the route was fixed in February, 1882. By a singular coincident, the two meetings into this House with such a flourish of trum- Examination and prescription - - 2.00 Tais delegation consisted of gentlemen from were called for the same day and hour, the pats. There is not any comparison between

so as not to trespass on the time of the House. My whole idea is to put the Committee in dericton, or the Parish of St. Marys, in the possession of all the circumstances of the case so that the Members may have a perfect ties of York and Northumberland, to some case so that the Members may have a perfect ties of York and Northumberland, to some case so that the Members may have a perfect ties of York and Northumberland, to some case so that the Northumberland, to some case so that the Members may have a perfect ties of York and Northumberland, to some case so that the Northumberland case so that the Nor case so that the Members may have a perfect knowledge of all the surroundings so as to enable them to give an intelligent vote on the question.

ties of York and Northumberland, to some point on the Intercolonial either in the Parish of South Esk, in the Of Derby or the Parish of South Esk, in the Question.

ties of York and Northumberland, to some point on the Intercolonial either in the Parish of South Esk, in the Of Derby or the Of Derby or the Parish of South Esk, in the Of Derby or th

from the parish of Nelson, or from some point South Esk, in the County of Northumberland, passing through the Counties of Northumberland and York to the parish of St. Marys, in

At that time a line of railway was already

constructed from Chatham, so the Government would not introduce that Parish into the Subsidy Act, and they would have been foolish to do so. In May, 1882, the old Company applied to the Government to enter into a contract for the construction of the the year 1874, when the then Government line as provided by the Subsidy Act, and introduced a Bill into this House which I they received a raply that an Order of Counthey received a reply that an Order of Council had been passed that a contract would be entered into when proper guarantees were given to carry out the work. It was, from estimates made, found that the subsidy of at St. John, and we then stated our case readily cured by the prompt application of QUEEN STREET, FREDERICTON \$3,000 a mile was too small to construct the line, and what did the old Company then do? fairly, stating the old company were prepared to build the road according to the Subsidy the same time according to directions. In Knowing that further aid must be obtained, Act of 1882. We further said we were not croup, asthma, colds, swollen glands, rheumathey opened negotiations with the Dominion Government to try and obtain a further sub-sidy from them, if not for the whole of the line, for part of the line. In 1883, just one year ago, my honorable friend (Mr. Gillespie) retire, and more than that we would hand introduced a bill asking for the amendment of the Subsidy Act, and that amendment, if it had been passed, would have decided that the route of the line would have been on the southern side of the river. The matter came before the House on the 1st of May last, and was discussed between my honorable friend. was discussed between my honorable friend and myself, the other members for the County of Northumberland not being present in the House. After the whole matter had been fully debated, this House decided by a same as in the Subsidy Act. The contract fifty of which are under good cultivation and solemn vote of 19 to 9, not to chauge the route of the railway, and the bill was conroute of the railway, and the bill was con-sequently lost. The purport of that bill was precisely the same as the one introduced this bargain entered into by the new company, miles from Fredericton. year, for there is not any doubt but that if and this House should not allow any change year, for there is not any doubt but that if the be made to the everlasting prejudice of a purchasers.

This bill passes, it will lead to the southern to be made to the everlasting prejudice of a one hundred and ninety acres on the Saint route being adopted so far as the Government are concerned. So nineteen members land. After the contract was entered into, of this House last year voted that it was not advisable to change the route of this railway from the northern side of the river—the principle is the same as now. It does occur to sons think that the survey of the northern Also a number of city.

Also a number of city.

Also a number of city. me that when a company come in like this, asking this House to stultify itself, that the construction too expensive as it crosses a honorable gentlemen will not give a vote in large number of brooks, which can be easily direct opposition to the vote they recorded last year. This committee will stand by the position they took last year, and will deal Mr. Fowler made another survey of a route with the bill in a correct manner. Shortly after the failure of the proposed legislation, the efforts that had been put forward to oba letter that was received by the President of the proposed legislation, the Company from Mr. Fraser who was then in the Government. It was as follows:

PROVINCIAL SECRETARY'S OFFICE,
Fredericton, N. B., June 8, 1876.

I have the honor to inform you that

tistions with them having that object in main river twice, view. I accordingly came to Fredericton Then let us look at the country on the two and met the Government in consultation on sides of the river. That on the northern side the 26th and 27th June, 1883. I explained is some of the best in the magnificant County You will see by this letter that we were the position of the company, and asked them of Northumberland. It is well settled, fertile what security was required for the due per- and an immence population are crying aloud or could not say. The Hon. Attorney Gen- hand, the south side from Blackville to ther imformation from him until he asked well settled district on one side clamoring for After the Government had declined to me if the company had complied with the 4th the line and on the other a barren district

and other well known persons were taking a great interest in that line. The outcome of that was that it was arranged that if Mr.

Gibson was made President and other promi-Gibson was made President and other promi-nent men of York put on the Directorate of the Miramichi Valley Railway they would help to build the line. But I am sorry to say York and Northumberland, of the time, place, that would be of the most benefit to the

Inches on the matter. This was my letter, all these years had expired. I was not in a dated the 27th January, 1879.

Wednesday and Friday of each week at 9 o'clock, P. M., position to give a positive answer, and said it it. Mr. Snowball, who is interested in the onsame days. Leaving Doaktown on Tuesdays, Newcastle, 27th January, 1879. had never been put forward before. I was southern route, is also largely interested reaching Fredericton at 6 o'clock, A. M., on the to enable us to build the road, and we deemed been informed on good authority, that the Government. We did not at the time dream and things of that kind were stated so as to that there was any one else moving in the get persons to sign it. Of course every

paid up, and notices were issued calling the built, and also in obtaining a subsidy, so first meeting of the company, such notices there was not any difficulty in persuading CLAIRVOYANT PHYSICIAN. being duly published in compliance with the them to sign. So by such means as this, authorized by the Medical Act of New Bruns-W. A. Park,
Sec'y M. V. Railway.

While we were doing this, other persons who had not spent a dollar of their money: ed against the bill is signed by nearly 300

While we were doing this, other persons to over 3,000. The petition I have present-who had not spent a dollar of their money: ed against the bill is signed by nearly 300

MENCIAL HOTEL, Fredericton, either who had not before interested themselves in persons, and that is in favor of the route not personally or by a lock of hair. Hair may be To that letter I never received any reply. the road, who had never approached either being changed, and it further states that the cut close to the head and not handled if possible No person was named by Mr. Inches or by any other person as being willing to enter the Directorate of the Miramichi Valley every prospect of success, come forward in the Directorate of the Miramichi Valley Railway, or as being anxious to co-operate in an underhand manner and try to get the House to change the route. I have also selves or his amanuensis. the speedy construction. The Subsidy Act benefit of all our prevous exertions. They solemn affirmations from three persons at lock of hair; in some instances sent from Nova of 1874 expired, all the lines of railway were taken up and nothing could be done by us to carry out the construction of the line unless to get ahead of us, came out with a notice of line unless to get ahead of us, came out with a notice of line unless to get ahead of us, came out with a notice of line unless to get ahead of us, came out with a notice of line unless to get ahead of us, came out with a notice of line unless to get ahead of us, came out with a notice of line unless to get ahead of us, came out with a notice of line unless to get ahead of

the Government introduced a Bill to grant a fresh subsidy. But in the meantime we were net idle, we tried all we could, and in 1882 a delegation from the County of Northumberland. What was their object? There is only one delegation from the County of Northumberland of all our work, of all the money we had land came here to try and obtain a grant of land came here to try and obtain the slightest knowledge of the to be desired to bim of any patient's all this too, without the slightest knowledge of the to be desired to bim of any patient's all this too, without that that this the slightest knowledge of the patient that this the slightest knowledge of the patient that this the slightest knowledge of the patients and the land that this the slightest knowledge of the patients and the land that this the slightest knowledge of the patients and the land the subsidy of \$5,000 a mile. We tried to expended, of all the time we had spent, and persons will sign anything in favor of a rail- of the Loyalists. get all we could and we met the Govern- thus secure the contract for the line and the road passing through their county. But this Examination personally or by hair - - \$0.50 ment. Now I want this House to under-subsidy that the Deminion Government had committee can now judge how much this stand that so far as this delegation was con-promised to grant for a portion of the line. petition is to be relied on, which was brought by hair sent by letter - 1.00

Mr. Park — But the hon. member does Newcastle, and that of the new company here ern side, I have not a word to say in its viz:ing attention to the first section of the Bill.

Mr. I Ark — But the lumber in the city of Fredericton. After Judge Wellow and the lumber of the Members for North trade would be benefited by the route I have the lumber of the don had heard all the arguments, he reserved the lumber of the Wellow and the lumber of the lumber not deny that he mentioned that the lumber in the city of Fredericton. After Judge Wel- favor, and I do not believe anything can umberland, interested in the proposed amendment of the route of the Miramichi Valley

Reilway is to not find learn and the arguments, he reserved the route of the Miramichi Valley

Roilway is to not form. That Williamstown would be benefited by the route I have the arguments, he reserved the reserved to said by any other person. It may be named, and that he urged that upon the his judgement, which he said he would deliver on the following Saturday. This we built at Chatham, fish will be shipped there, Railway, is to put forward my views on this point, and to endeavor to show the other resay is this, that the Hon. Mr. Gillespie never cause the meeting would then be over, and much, but this can be said against the presentatives of the people the proper course to pursue. I quite against that the simple plan proposed by the Bill is to give the Government, the power to decide hereafter and then Mr. Gillespie for the ernment, the power to decide hereafter and the proper course to pursue. I quite against the route of the line. No we went back fully prepared to hold our southern route, that if it is adopted, it will not till the Bill of 1882 came up in this plan proposed by the Bill is to give the Government, the power to decide hereafter and the meeting would then be over, and much, but this can be said against the southern route, that if it is adopted, it will not till the Bill of 1882 came up in this plan proposed by the Bill is to give the Government, the power to decide hereafter and the meeting would then be over, and much, but this can be said against the southern route, that if it is adopted, it will not till the Bill of 1882 came up in this plan proposed by the Bill is to give the Government. The linear company of Montreal, and the we went back fully prepared to hold our completely cut off North Esk and Derby from any railway communication. The plan proposed by the Bill is to give the Government the power to decide hereafter on which side of triver the route of the rail-way shall be. It is this mater is left to the Government to decide, still the vote to be taken on this question will ultimately decide the route of the line. If this section of the Bill is passed the route will be on the southern side of the river and it is this important fact that we have to face. I would draw the attention of the Committee to the fact that this is not a party measure, it is not a measure upon which hangs the fate of a Government, and Government supporters should not vote for the Bill is mply because it is brought in by the Administration. If they vote the other way and the Bill is not a measure upon which hangs the fate of a Government, and Government supporters should not vote for the Bill is mply because it is brought in by the Administration of the river and the route of the line of the cause it is brought in by the Administration of the route on the southern side of the county which I have the cause it is brought in by the Administration. If the Bill is to give the Government to decide the route of the line first time took objection to the route on the route and to our intense surprise when we heard it, and to our intense surprise when we heard it, and to our intense surprise when we heard it, and to our intense surprise when we heard it, be not intended in the responsibility of cutting of from railway communication. The benefit of the change, but on the other hand, to continue the responsibility of cutting of from railway communication. The benefit of the change, but on the other hand, to continue the responsibility of cutting of from railway communication. The benefit of the change to the tother hand to uritarily a communication. The bild of the change is the o lost, it does not follow that the Government have not the confidence of the House. The Members of the Committee that the route to receive the subsidy was that the route to receive the subsidy was Solicitors for the new company. It may be actions here this session and the vote that Members of the Committee should exercise their best judgment and not blindly support the Government. In additional time to the northern side of the river being the route. This in his office and forget that he is the leader of thumberland will call him to account for the Government. In order to inform the is what the Act says, it is "An Act to aid in the Government. Of course if he could do his actions. I feel confident that if an elec-Committee of the true state of the case, I the construction of certain lines of railway so he could impartially advise the new commust take them back some time prior to the and other works in this Province," and pany as to their position, without reference to as to which route the line should take, that the knowledge that he had obtained as leader the candidate who favored the northern side "A line of railway from the City of Fre- of the Government. And again, it is just of the river, would be returned by a large

question.

The first time this matter come before this House was in the session of 1872, when an Act was passed incorporating the Northern and Western Railway Company. The first Section of that Act was in effect as follows:

That Sir Hugh Allen, Sir Alex. T.

County of Northumberland, and thence, if advisable to Beaubear's Point, so called."

MR. BLAIR—On no. I was not interested. In the county of Northumberland, and thence, if advisable to Beaubear's Point, so called."

MR. PARK—Oh yes you were. I have the papers, they are signed Gregory & Blair. (Mr. Park read the papers, and they are also served with the papers, and they were also served with the papers, and they were all prepared to prejudice the old company. I felt at the time the hard-of the river will open up the great particle.

That Sir Hugh Allen, Sir Alex. T. Section of that Act was in effect as follows:
That Sir Hugh Allen, Sir Alex. T.
Galt, the Hon. John A. Pope, the Hon. Peter Mitchell, the Hon. Geo. L. Hatheway, Alex.
Gibson, Esq., Thos. Temple, Esq., John PickGibson, Esq., Thos. Temple, Esq., John PickGrand For Leach C. Govern For ard, Esq., Jacob C. Gough, Esq., and others were thereby made a body politic by the contained in the original Act of incorporaname of "The Northern & Western Railway Company of New Brunswick," and by that name were authorized to build a railroad from the Town of Chatham passing through of New Brunswick, are authorized to constitute the Covernment for their decision, as the Covernment for the Covernment for their decision, as the Covernment for the Covernment from the Town of Chatham, passing through of New Brunswick, are authorized to coning the dual capacity. Of course it might interests should receive the benefit and the being within the said Province of New Constructed by the said Company, shall be a line of railway from the town of Chatham, or line of railway from the town the Committee will remember that at that the said County of York, or to the City of especially in one newspaper in Northumber- carried out, the general impression is that, time there was no line of railway from Cha- Fredericton, in the said last mentioned land. It will, and has been shown how they that should be the course of the line. The have worked untireingly. They have come only argument in favor of the southern route REMNANTS. REMNANTS. here again and again, they have sent to Ot- is, that it will benefit Chatham and the ttawa, they have had survays made, they have Chatham Branch, but if that is to be done expended money and brains and all the suc- this committee must not loose sight of the spuns, Ducks. Drillings, Grey and White

> new company put forward their claim and honor to represent. (Applause) not satisfied with doing that, tried to put it forward so as to pregudice the old company. Mr. Adams and I waited on the Government anxious to keep Mr. Gibson and his friends out of the road, and that if they would build afficacious. the road in the old route, meaning the northern side of the river, we were prepared to them over all the plans and other documents large number of the electors of Northumber- Andrew's road about three and a half miles from on the northern side of the river and he has found a cheaper route than either that of Mr.

under consideration the Petition of the President and Directors of the Miramichi Valley Railway, asking that the Government consent and agree to grant them the aid provided by the Subsidy Act, 37 Vic., Cap. 8, for the line subsidies from them. The result of that two miles has yet to be built. On the other quite convenient. The location of this property commands a view of Islands and beautiful agitation was that it awaikened capitalists to hand, the road does not show that there is a country around not surpassed in New Brunsthe fact that there was a prospect of the road deep water terminus at Newcastle, but there wick. It has a frontage on the River St. John being built, and the old company were again is. Mr. Maxwell should have made an imenabled to put forward their claims with prejudiced report. I do not think that there

matter. The \$20,000 was subscribed and person was interested in getting the line

Miramichi, and Messrs. Adams, Hutchinson, notice for that of the new company being the country on the north and the south side Davidson, Gillespie and myself, and we signed by Mr. Alex. Gibson, Mr. Muirhead, of the river. It is all fertile land on the Davidson, Gillespie and myself, and we signed by Mr. Alex. Gibson, Mr. Muirhead, or the river. It is an interest of and the late Mr. Pickard. The new company then tried to prevent our holding the meetat Fredericton, to end at a point at the I. C. ing and they served us with a notice of an will come which will be a reat feeder to the Railway, either in the Parish of Derby or injunction to restrain us from holding the road. At Indiantown there are large quar-South Esk, in the County of Northumber- meeting, together with certain affidavits ries; Derby rejoices in a bark factory which South Esk, in the County of Northumber- meeting, together with certain affidavits ries; Derby rejoices in a bark factory which land. The Hon. Mr. Gillespie then urged which I have with me, which they intended employs a number of hands; Millerton Fire, Life and Accident Insuupon the Government the desirability of to read in support of such injunction, Well, is a thriving town, and they are all on building the line because of the great import- the argument of that application came on in the northern side. The North West ance it was to the small lumber trade at this city on the 31st July last, before Judge Miramichi is one of the best farming Weldon. The meetings, I forgot to say, districts in Northumberland, while the Fish-Weldon. The meetings, I forgot to say, districts in Northumberland, while the Fish-were to be held on the 2nd of August, that of revenue to the line. Of the south-lowing First Class Insurance Companies, of the old company at the Waverly Hotel, of revenue to the line. Of the south-

County of York, passing through the Coun- and advise this House as to which is the best must ask this committee to consider this

happen that he could occupy the two posi-tions without his mind being prejudiced. a through line, but to further local intercomplain of, for although the old company hearing it has given me, and I am sorry that have done all in their power to get the road I have not been able to put forward the constructed, and all the success that has been views of my constituents in a more forceable achieved is due to their efforts, they have light. What I wish to impress on the Combeen held up to public ridicule and abuse, mittee is, that the northern route should be

cess that has been accomplished has been due fact that it will for ever shut out a large Cottons, Tickinks, Swansdownes, Hollands, number of people from Railway communica- Dry Goods, Winceys, Prints, &c. After the meetings of the two com- tion with the rest of the Province. I do not panies had been held, memorials were sent in think the committee will inflict such hardto the Government by both companies. The ships upon the interests which I have the

Sore Throat. This common and painful affection may be

VALUABLE PROPERTIES Near Fredericton,

Also ninety acres on said Lane in lots to suit Also a number of other valuable lots near the

For further particulars apply to A. W. RAINS-FORD, on the homestead, or to H. B. RAINSFORD, Barrister, Fredericton.

Farm for Sale.

said road, and in reply, I am directed to say, that it is not deemed expedient at present to enter into a contract for the building of the said line of railway.

I have the honor to be, Sir, Your obd't servant,

I have the honor to be, Sir, Your obd't servant,

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I have the honor to be, Sir, Your obd't servant,

I have the honor to be sat the claims with the think that there chains with the enabled to put forward their claims with the chains with the chair servance of the difference in the expense of the bridges on the bridges on the stock and school houses in this Parish are numerous, and school houses in the sequence of the property.

The property will be sold with or wi T. CLOWES BROWN, Box 20, Fredericton.

for it, to give them an outlet to the other | master General, will be reserved at Ottawa antil noon, on 25th April for the conveyance of

> from the 1st July next. The conveyance to be made in a suitable ve-The Mails to leave Fredericton Monday, Wed

JOHN McMILLAN, P. O. Inspector

DR. G. W. SMITH,

Fredericton, March 26.

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rance Companies.

THE NORWICH UNION. the original stock of which is worth 1700 per cent premium:

THE ROYAL CANADIAN Insurance Company of Montreal, and the

Ladies' Dress Goods

Black Cashmeres and other Stuff Goods Fabrics, suitable for Spring wear, Prints, Silks, Satins.

Hose, Gloves, Gossimers, Umbrellas, Parasols, and a genuine stock of

A great variety in Scarfs, Ties,

Underclothing and Furnishing Goods of every description at Lowest Cash Prices.

DAILY EXPECTED Worsted Coatings, Canadian and Scotch Tweeds and other Suitings in great variety, choice Patterns and good value. Also, Hats, Caps, Trunks, Valises, Travelling Bags, Rubber Coats and Umbrellas.

Remnants of all kinds, in Tweeds, Home

Don't fail to call there is room for all at OWEN SHARKEY'S.

Sharkey's Block, Fredericton, March 26

Be Careful of Your Eyes.

COLORED SPECTAGLES EYE GLASSES

OF ALL KINDS. All should use them at this season of the year to preserve the sight.

SPENCER'S " CELEBRATED SPECTACLES

ALSO, A FULL LINE OF

EYE GLASSES IN STOCK. Call and get accurately fitted at

S. F. SHUTE'S, Sharkey's Block, Queen St.

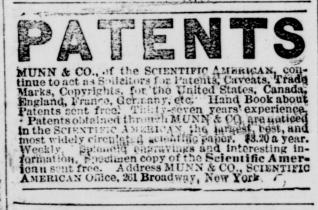
To Farmers and Builders.

250,000 M ACHINE made Stock Brick and for sale at the Subscriber's Brick and Tile Yard, near the Hermitage.

The Trust Deed is now at the office of J. A. &

Executor's Notice.

LOUISA J. TIBBETTS, Egecutrix.



'RIVER VIEW HOUSE,' West End, Queen Street.

reaching Newcastle at 3 o'clock, P. M., same to receive Permanent and Transient Boarders GOOD STABLING and a careful hostler Parties from the country, whether on business or pleasure, will find this a pleasant and agreeable House to stop at. W. H. RISTEEN, Proprietor Fredericton, March 19-6 m

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Do you wish for a Rich, Fragrant Cup of Coffee? If so, use CHASE & SANBORN'S STANDARD JAVA!! the best Coffee in the world, warranted strictly Ask your Grocer for it.

At Wholesale only, by WHITTIER & HOOPER, FREDERICTON, N. B. March 19, 1884

Our Descriptive Priced Catalogue, beautifully Illustrated, containing all necessary information for the successful cultivation of Vegetables, Flowers, Field Roots, Potatoes, etc., is new published, and will be mailed free to all applicants.

JUST RECEIVED:

7 Cases Alabastine.

for sa'e low.

March 25

Z. R. EVERETT.

March 26

TO RENT.

Possession given 1st of May. THE COTTAGE on Campoell Street, nov occupied by N. Laforest. Rent reasonable. Apply to A. LAFOREST

March 5, 1884 - tr. TO RENT.

THAT VALUABLE STORE on Queen Street, 1 iately occupied by C. Sterling Brannen. Possession given at once. Rent moderate. WETMORE & WINSLOW.

Fredericton, Feb. 26, 1834

For Sale or To Let

THAT valuable DWELLING HOUSE, situate on Queen Street, near Westmorland Street, at present occupied by Mr. Jones. Terms moderate-Possession given 1st May, Apply to J. A. & W. VANWART,

Feb. 6, 1884 To Let.

THAT COTTAGE situate on the corner of Charlotte and Church Street, lately occupied by T. C. Allen, Esq. Possession given 1st May next. Apply to

J. A. & W. VANWART,

Feb. 6, 1884

Feb. 6, 1884

To Let. THE STORE in the "Brayley House," at present occupied by E. Clark, Esq. Apply to J. A. & W. VANWART,

To Let.

THAT commodious HOTEL known as the "BRAYLEY HOUSE." Ternis reasonable-Possession given 1st May. Enquire of J. A. & W. VANWART,

To Rent.

THE HOUSE and PREMISES on Charlotte Street, at present occupied by Mr. Peter Mo-Farlane, next below the residence of General Possession given 1st May next.

JAS. S. BEEK. Feb. 6, 1884

Store to Let. THE STORE and WARE ROOMS over same in the subscriber's building, Corner of Queen and York Streets and directly opposite the City Hall, at present occupied by the "MARITIME

Possession given 1st May Apply to JULIUS L. INCHES. Fredericton, Jan. 23, 1884

THE CORNER STORE TO LET. that he will surrender the Store on the Corner of Phœnix Square and York Street, it will be let for one or more years from the 1st of May next. The Wareroom over the Store and the whole of the upper flat of the Building is converted with this tore which is not approximately stated.

nected with this store, which is not surpassed by any other in this city for a general business. JULIUS L. INCHES. Fredericton, January 30 Administrator's Notice.

A LL PERSONS having claims against the Estate of THOMAS BRADLEY, late of the City of Fredericton, Harness Maker, deceased, will please present same, duly attested, to the undersigned to whom all persons indebted to said Estate will make immediate payment. Fredericton, March 8th, 1884. WESLEY VANWART,

TRUSTEES' NOTICE.

NOTICE is hereby given, that THOMAS A. PETERSON of St. Mary's, in the County of York, Farmer and Lumber man, has this day assigned his effects in trust to me for the benefit of his creditors. The Trust Dee 1 now lies at my Office, Queen Street, for signature. J. DOUGLAS HAZEN,

TRUSTEES' NOTICE.

Fredericion, March 8, 1884

NOTICE is hereby given, that EDWARD HUM-BLE and JOHN A. HUMBLE of the Parish of Stanley, York County, Merchants, doing business under the firm name of E. & J. A. Humble, have this day assigned their Estate and effects to the undersigned in trust for the benefit of their creditors. By the terms of said Deed only

Real Estate for Sale,

LL persons indebted to the Estate of Joseph Myshrall, late of Fredericton, in the unity of York, Esquire, deceased, will please Julia ann H. Wetmore, deceased, on THURSDAY, the 10th day of April next, at 11 opposite the County Court House in Fredericton, offer for sale the property, now occupied by the subscriber, situate on the corner of King Street and the Lane fronting the South East JOHN A. EDWARDS, Side of the Legislative Assembly grounds. The above will be sold subject to a mortgage thereon held by the Corporation of Christ Church, Frederick

> the office of Wetmore & Winslow. If the purchaser fails to complete the sale, the deposit to Dated the 11th day of March, A. D., 1884. E. L. WETMORE, Executor and Trustee of the last Will and Testament of Julia Ann H. Wetmore, deceased.

> > NOTICE

A LL persons having any legal claims against the Estate of JAMES YOUNG, Jr., late of Manners-Sutton, York Co., N. B., deceased, will

present the same, duly attested, within Three to the said Estate are requested to make immediate payment to the undersigned, Dated this 28th day of February, A. D., 1884. ROBERT VAIL, Brockway Settlement, Manners-Sutton CHAS. McCORMACK, Lower Prince William,

FACYARDS CURES RHEUMATISM FREEMAN'S

WORM POWDERS. Are pleasant to take. Contain their own Purgative. Is a safe, sure, and effectual destroyer of worms in Children or Adults.

CARRIAGE GOODS 12 DOZEN Fifth Wheels for Carriages; 6 doz Setts Shaft Couplings complete; 6 doz Setts Wrought Iron Corner Irons com-

12 dog Whips Sockets; 20 Sett Standard Wheels, wood and iron hubs; 11 Cases Square Nuts, assorted sizes; 50 Setts Shait Irons complete; 2 boxes Files, assorted, round, square, oyal, alf round, flat, and three square, standard 25 reams Flint Paper, Just received and for sale as usual by R. CHESTNUT & SONS.

March 19 Tin and Stamped Ware. JUST TO HAND:

A FINE and varied assortment of the above Wares, consisting of Flour Seives; Erass and Copper Watter Kettles; Chamber Pails; Copper Bottom Tea Pots; Rice Boilers; Cake Boxes; Pie Plates; Saucepans; Paper Basins; Oil Tanks, and a full line of ordinary Tin Ware.

Z. R. EVERETT.

March 26, 1884

Wm. RENNIE'S ILLUSTRATED SEED CATALOGUE FOR 1884 Address, WILLIAM RENNIE, SEED GROWER, TORONTO, ONTARIO.

RENNIE'S MIXTURES FOR PERMANENT PASTURE

RENNIE'S MIXTURES FOR MEADOW AND PASTURE

produce very heavy crops of superior Hay, and are strongly recommended for more general use. 24 lbs. supplied per acre. PRICE, per acre, \$3.00 (bags extra). Special prices for large quantities. Only the finest and cleanest samples are included in these preparations. A large supply of clean Clovers and



## 10-18 10-IN MILLER & CO.,

BUILDERS OF FINE CARRIAGES Barristers. King Street, Fredericton, N. B.

> Concord Wagons, Piano Box Wagons, Iver's Wagons, Miller Spar Wagons, White Chapel Wagons, Top Phætons, Brewster Wagons, Cronin Wagons, Open Phætons.

These Shifting Tops have no rival, as a glance at the cut will show for itself; it is so simple, been on, as no unsightly ends are sticking out. When the Top is on it is as firm as a rock. It cap be put on any carriage in use. Persons ordering Buggies or Canopy Top Carriages should see that they have this Rail, as it will be greatly to their interest.

These Tops were awarded a Diploma at the Provincial Exhibition in October, 1880

Soe Manufacturers of Miller's Patent Shifting Rail.

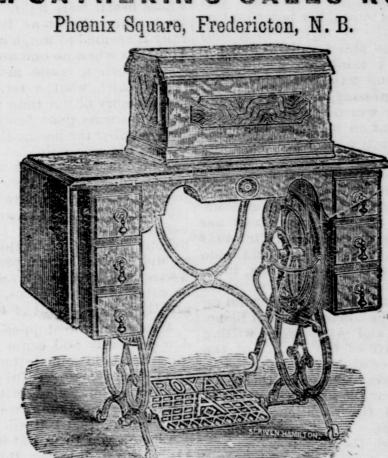
Particular attention given to orders. Repairing done in the best manner, and at the shortest notice Price List.—BUGGY TOPS, \$32 to \$50; CANOPY, \$15 to \$25 Patented in Canada, March 31st, 1877, and in the United States, Dec. 10th, 1878 ALL WORK WARRANTED.

EBEN MILLER & CO WM. RENNIE'S SELECT SEL

As I wish to place my SELECT VEGETABLE AND FLOWER SEEDS in the hands of hundreds of new Cultivators, I will SEND FREE BY MAIL on receipt of only RENNIE'S GREAT COMBINATION COLLECTION of Vegetable and Flower Seeds. This collection contains a complete supply for an ordinary Garden, and includes 1 lb. Beans; 1 lb. Peas (early and late); 1 pkt. Bect; 2 pkts. Cabbage; 1 pkt. Carrot; 1 pkt. Corn; 1 pkt. Celery; 1 pkt. Cucumber; 1 pkt. Lettuge, Rennie's Nonpariel, the best grown; 1 pkt. Melon, Montreal Nutmeg, fine; 1 pkt. Melon, Cuban Queen, has weighed over 80 lbs.; 2 pkts. Onions; 1 pkt. Parsnip; 3 pkts. Radish; 1 pkt. Spinach; 1 pkt. Tomato; 1 pkt. Turnip; 1 pkt. Lettuge, Curled Silesia; 1 pkt. Parsnip; 3 pkts. Radish; 1 pkt. Spinach; 1 pkt. Tomato; 1 pkt. Turnip; 1 pkt. Lettuge, Curled Silesia; 1 pkt. Parsnip; 3 pkts. Radish; 1 pkt. Sage. Also, 25 pkts. of Annual Flower Seeds, embracing the choicest varieties of Asters, Balsams, Pansy, Phlox, Petunia, Zinnia, Mignonette, Sweet Peas and others, sure to please the purchaser. All the above, amounting to \$2.00 at Catalogue prices, will be mailed free to any address for only \$2.00; or 3 COMPLETE COLLECTIONS for only \$5.00. This is the best value ever offered in Seeds. Order at once, and ask for my Annual Descriptive Catalogue for 1854. Free to ALL, AT ADDRESS, WILLIAM RENNIE, SEED GROWER, TORONTO, ONTARIO

CALL AND SEE THE "RAYMOND," NEW

With Large Improved Arm, at D. M'CATHERIN'S SALES ROOM,



These machines can be had at the following offices, viz :-Fredericton, N.B., Newcastle, Miramichi, N.B., Chatham, Miramichi, N. B., Bathurst Gloucester Co., N. B., Campellton, Restigouche Co., N. B., St. Stephen, N. B. Agents wanted for P. E. Island and Nova Scota. 2

D. McCATHERIN, Manager for Maritime Provinces Address all communications P. O. Box 162, Fredericton, N. B.



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Representing in Capital and Assets over \$100,000,000.00. Imperial, of London, England.

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City of London Fire Ins. Co. (Ltd.) of London, Eng. British Empire Mutual Life Assurance Co. of London, Eng. Detached Residences in town and country insured for 3 years at lowest rates.

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Large deposits at Ottawa for benefit of Policy Holders. FAIR RATES and PROMPT PAYMENT of LOSSES. JOHN BLACK. Agent for York County.

Office on Queen Street, over the Telegraph Office, directly opp. the Post Office. MAKE NEW RICH BLOOD. And will completely change the bleed in the entire system in three months. Any person who will take 1 Pill each night from 1 to 12 weeks, may be restored to sound health, if such a thing be possible. For curing Female Complaints these Pills have no eight letter-stamps. Send for circular. I. S. JOHNSON & CO., ROSTON, MASS.

equal. Physicians use them in their practice. Sold everywhere, or sont by mail for JOHNSON'S ANODYNE LINIMENT will instan-

immensely valuable. Nothing on earth will make hens lay like Sheridan's Condition Powders. Dose, I teasp'n ful to I pint fied. Seld everywhere, or sent by mall for 8 letter-stamps. I. S. Johnson & Co., Boston, Mass Manure Forks, Hoes, &c. Brushes.

Brushes. JUST RECEIVED: CASE Brushes, containing Kalsomine, Just received from the celebrated A. S. Whiting White Wash, Brass Bound, Paint, Paste, Manufacturing Co., a large quantity of Manufacturing Co., a large quantity of MANURE FORKS, four, five and six prong; Hocs; Scythes; Scythe Stones; Hay Forks; Steel Garden Rakes; Spading Forks, &c., &c.

> For sale low, Wholesale and Retail. Z. R. EVERETT.

March 19

R. CHESTNUT & SONS.