House, one on Mr. Hutchinson's proposal, and the other on Mr. Gillespie's both of which were against any change being made in the route of railway. Yet Mr. Burchill, this session, wants us to turn round and vote in an entirely opposite direction. Before doing that, we must have good reasons for pursuing that course, and I think that up to the present time they have not been put forward. I know the promoters of this Bill have canvassed the members of this House to give their votes in favor of the Bill, but I can safely say, that I have not approached any member of this House to ask even his opinion. Before the vote, the committee will have heard the arguments for and against the Bill, and I believe that they will form an honest impartial judgment in the decision they come to. But we must not forget that last year this House decided not to alter the route by a vote of 19 to 9, and that, although the Bill was introduced by a member of the Government. Directly after the subsidy Act was passed, the company applied to the government for the subsidy and an order in Council was passed that on giving security the contract would be entered into. The old company were to have the contract on doing this and it was by their interest that the Dominion Subsidy was obtained. And yet after all this, persons have the assurance to say that they did nothing towards the construction of the line. I wonder where the railway would have been had it not been for their exertions.

I will now return to that part of my speech which was broken off when we adjourned for tea. The first letter of Mr. Snowball to Hon. Peter Mitchell, says the company cannot build the railway on the north side of the river. Now here is Hon. Mr. Mitchell's reply. [Mr. Adams then read a long letter from Mr. Mitchell, dated 6th Sept. 1883, in which occurs the following paragraph:—"I have therefore to say that from the almost entire absence of reliable information, either as to what your company intend doing, what your contract calls for, the route you propose to take, or whether you cross the South West Miramichi and where, and the proposed westerly destination, it is impossible for me to say whether I can give you the co-operation asked for or not. I may say, however, that I shall be glad to receive any information on these points, and to use any influence I may have to remove any sectional jealousies, if such exist, and which as you say, are very prejudicial to the prosecution of so important an enterprise. Should it be that my presence in the County would tend to harmonize matters or remove obstacles, I would go down at any time that I may receive an intimation to that effect, and shall be glad to hear from you in reply."]

In this letter Mr. Mitchell expressed the opinion that he might come to Miramichi and try and settle the sectional differences. There is no doubt that he could have done much towards that but that was not what Mr. Snowball wanted. His sole object was that the railway should take in the Chatham Branch, and his next letter of the 20th Sept. 1883, shows it.

[Mr. Adams read the letter in which Mr. Snowball says: "The railway will start from Chatham Junction." Mr. Adams also read letters ftom Mr. Mitchell to Mr. Snowball, dated the 27th Sept., 1883, and Mr. Snowball's reply dated 29th Oct. 1883, and a further letter from Mr. Mitchell, dated 19th Nov. 1883.]

You will see that Mr. Mitchell declined to prejudice himself to the Chatham people, or in fact either way. The opinion of all persons was, however, that the line should be built on the northern side of the river. One of the chief reasons is that the lumber interests are all on that side of the river, while on the south side there is only the Barnaby river. The lumber supplies go up the north side of the river, and if the railway is built on that side, that industry will be a great feeder to it. If the country is to be opened up and the railway is for the benefit of the people, it must be built on the north side. Let any of you travel through the two sections of country, and if a thorough inspection is made, there is not the slightest doubt as to which course you would say the line ought to take. The very industries there are now on the northern side cry aloud that the line should come there. The fact is, the line should be built on a line with Mr. Buck's survey, then it will be of assistance to the lumber interest and also to the bark factory. If this new company find they cannot carry out the contract, they have entered into, it is unfair to say that no other company is prepared to build the road. Let them retire and give up the contract and the old company will be prepared to fulfil their obligations, giving any security for due performance of the work that may be required. There are men in Canada prepared to do it, and I will pledge myself to get them at a very short notice. My purpose in producing the correspondence that I have was to show that the new company have been holding the old company up to public ridicule and also that this House might judge as to what work the old company had done to forward the completion of this line. This new company instead of taking up the contention between us in a fair way, have done everything to degrade us, and have not given us credit for the exertions we took to obtain the Dominion and Local Government subsidies. They should not have blackguarded us and held us up to all persons as men without means. The old company was working, let me tell this committee, while the new company were sleeping. Look at Mr. Snowball! What was he doing? Nothing. He was a member of the Dominion Parliament, but he was silent, he was standing with his hands idle, he did nothing while the Dominion Government were granting subsidies to other lines. We never heard of his voice being raised in the interests of this line. What a contrast this is to the work done by the old company. They worked for seven long years and when the time came that their exertions were likely to bear fruit, a new company steps in and takes the benefit of all we have done. But this is not all, they now heap abuse on the old company. Nothing is too bad for them. Mr. Burchill has talked of appealing to public opinion, and that if that was done, there would be a large number of persons in favor of the southern route of the line. To give you my honest opinion, I do not believe that if that course was pursued there would be a large majority either way. My friends in Chatham have begged me not to speak on this question, because it might prejudice my standing there. I am sorry I cannot be guided by them in this matter, but I have been so deeply interested in the northern route and am so firmly convinced that it will be the best for the County of Northumberland, that I cannot remain silent. I must raise my voice against this bill, and at the same time accept the responsibility of my action. The people on the southern side are not calling out for the alteration of the route in the way in which the promoters of the Bill would have the committee believe. But on the other hand, look what it will do for Alnwick and Newcastle if the line is taken away from the north side of the river. Nelson will not be benefited by the proposed alteration, for the Chatham Branch Line will not benefit that place. The people of that place are more deeply interested in the construction of a highway bridge over the river, than in the building of a railway. If the bridge was constructed they could easily get to the northern line. Look at the places that are in favor of the original route; there are Rogerville, Ludlow, Blissville, Blackville, and the whole of the upper river would to a man vote for the northern route being retained. It has been their only hope for years past. It has been that which would redeem the country. On how many farms have the old homesteads been left to decay, the barns have become dilapidated, the fences are falling down and the lumber interest is waning. But I say that if this line is built on the northern side of the river these evils will be removed. Those who have left Northumberland will return and in place of the scene of desolation, we shall hear the busy hum of work. It is monstrous to say that the people of my county are in favor of the southern route. A thousand tongues are to-day asking for the northern route. They say make the railway but build it where it will benefit the people. The decision of this question will not make any person more popular, but what I would impress on this committee is, that directly the people hear the line is to go on the south side, they will know that it will completely cut off Miller's Bark factory and Reed's quarries. What it will do is to practically drive those important industries out of the country. The whole of these industries call out to the Legislature not to touch the contract, and if the present company cannot do the work to hand it over to the old company who can. (Applause.)

Do You

Wish to be kindly remembered for all time to come. If so send half a dozen of TAPLEY'S REMEDY to those of your sick friends who are suffering from Neuralgia, Nervous or Sick Headache of long standing, or Sciatica. It acts directly upon the nervous system, and if properly used will bring joy and comfort where the most distressing pains now exist. Hundreds of persons have been made happy by its use during the last year.

Maritime Farmer.

FREDERICTON, N. B., April 16, 1884.

REMOVED!

The MARITIME FARMER Office has been removed to its new, central and commodious quarters on the corner of Queen and Carleton Streets, second flat, directly opposite the Post Office, where we shall be pleased to see our patrons and friends.

The Valley Railway.

We publish elsewhere, Mr. Adams' speech on the subject of the change of location of this line through Northumberland, and although a little late, it will be read with special interest just now, when this Railway is so prominently before the public. Sir Charles Tupper, Minister of Railways, when the discussion of the railway subsidy resolutions was in progress in Parliament, spoke as follows regarding the Miramichi Valley Railway:—

"It is proposed to ask for aid for 40 miles for the Miramichi Valley railway. The line runs from Fredericton to the Miramichi river, and the subsidy is not to exceed $128,000. Last session I asked Parliament to appropriate $102,000 for the purpose of constructing some 32 miles of railway from the Intercolonial railway towards Fredericton. But upon reconsidering that question, and looking at it in all its phases, the Government arrived at the conclusion that it would be a wiser course to construct—as a branch of the Intercolonial—14 miles to an important point connecting the Intercolonial with very large forest and farming interests, as an admirable feeder to the Intercolonial, and then to ask Parliament to appropriate a subsidy towards an extension from Fredericton down the Miramichi river, so as to afford connection from Fredericton to the Intercolonial at the point. I may say the Government of New Brunswick has also provided a subsidy of $3,000 a mile for the entire extent of this road, from Fredericton to the Intercolonial."

Some of the Grit papers have endeavored to make capital against the Dominion Government, because they propose to build a branch of the Intercolonial from Derby siding to Indiantown, instead of subsiding the whole line as proposed to be built by the Gibson-Muirhead Company, along the south bank of the S. W. Miramichi. One partizan print went even further than this, and laid the blame on Mr. Temple, as if people would believe anything so absurd. Mr. Temple has succeeded in securing a subsidy for forty miles of the railway from Fredericton to the Miramichi River. Could he control the location of a Government line, or compel the Dominion Government to subsidize a railway through a certain district, when the Government had decided that they would build a line of their own through another district but a few miles distant and parallel thereto? Why, we were told during the late election, that Messrs. Gibson & Co., would build the Miramichi Valley Railway, whether a Dominion subsidy was secured or not; that they had actually ordered the rails, and the work would go on. But now the same authorities assert, that the recent action of the Dominion has killed the project, and that the Gibson Company will have nothing further to do with it. Why, is not that Company infinitely better off under the new arrangement than before? Let us see. Last year they had the local subsidy of $3000 per mile for the whole line, and a Dominion subsidy of $3,200 per mile for 32 miles from the Intercolonial to a point on the Miramichi River. Now, they have the same local subsidy, $3,200 for forty miles from Fredericton to the Miramichi River, and a road to build fourteen miles shorter, because the Government propose to build that distance from Derby to Indiantown. But Messrs. Gibson & Co., they tell us, will not connect with a line that runs on the north side of the S. W. Miramichi, even though it will save them fourteen miles. Well, let them build on the south side, and still they have the Dominion subsidy for eight miles more than last year, when we were told they would go on and build the road without a further subsidy from the Federal Government,

There is one other point on which the opposition have endeavoured to make capital, and it is this. They assert that the subsidy given for this end of the Railway, provides for a line from Fredericton to the Miramichi River, which will necessitate a bridge across the River, the construction of which will more than swallow up the entire subsidy. There is only one answer to this absurd and misleading statement, and that can be found on the statute book of this Province. If the persons who are so ignorant as to make the assertion, will turn to chapter second of the Consolidated Statutes of New Brunswick, they will find that Fredericton extends to *the north eastern bank of the river St. John*, and that therefore to construct a line of railway from Fredericton to the Miramichi river it will be unnecessary to bridge the river to reach the boundary of this city.

An Official Change.

Mr. J. Woodford Smith, Deputy Provincial Secretary of this Province, has been compelled through ill health, to retire from that position, and is succeeded by Mr. R. W. L. Tibbitts, M. P. P., for Victoria. Mr. Smith has proved a worthy and efficeint officer, and we regret that his health has dictated his retirement from official life. He has been connected with the Provincial Secretary's office for about thirty-five years, having entered as a clerk. On the death of the late Robert Fulton in 1868, Mr. Smith succeeded to the Deputy Provincial Secretaryship, the duties of which he has since most satisfactorily filled. It has been known for some time that the delicate state of Mr. Smith's health would necessitate his retirement. Though not an old man, not having yet reached the allotted age of three score and ten, he has suffered much from the infirmities of age, his attack taking the form of rheumatic gout, which at times, renders him almost useless so far as actual work is concerned. It is said that the Government have granted Mr. Smith a retiring allowance, and if that be true, there will be few to question the justness of the act. We hope that Mr. Smith, who was at all times a most courteous and pains taking officer, may be yet spared many years of life.

Mr. Tibbitts who succeeds Mr. Smith, is a son of Hon. James Tibbitts, and has been settled at Andover, Victoria County, for a number of years, where he held the position of Secretary-Treasurer for Victoria. He was for a time Engrossing Clerk in the Legislative Council, and at the last general election was elected to the Assembly from Victoria. On Mr. Blair's want of confidence motion by which the late Government was defeated, Mr. Tibbitts voted against the party at present in power, but he is to be congratulated upon having so reconciled Messrs. Blair & Co., to his former opposition to them, as to secure at their hands, the responsible and lucrative position of Deputy Provincial Secretary. Mr. Tibbitts, we doubt not, will make an excellent officer. He possesses good business qualifications, is active and intelligent and capable, and we are glad to know that so worthy a young man has been considered deserving the situation. We do not know that were any other applicants for the position, or if there were, whether they had greater claims on Mr. Blair's gratitude than Mr. Tibbitts, whose acceptance has rendered vacant the representation of Victoria in the Assembly. Already the names of Mr. F. W. Brown, Mr. Geo. T. Baird and Mr. Thomas F. Kenney, ex M. P. P., for Restigouche, and now a resident of Victoria, are mentioned in connection with the vacancy. Mr. Baird was a candidate in the election of 1882, but was defeated by Mr. Tibbitts, who had a majority of one hundred and twenty over him.

Eastern Extension Claims.

In the supplementary estimates passed by Parliament, the Dominion Government make provision for the payment of $150,000 to the Government of New Brunswick, on account of Eastern Extension claims, an amount that has long been in dispute between this Province and the Federal authorities. The St. John *Globe*, with that facility for misrepresentation, peculiar to Grit newspapers, hastens to give Mr. Blair's government credit for this, but could anything be more absurd. The correct inference from Mr. Blair's action during the recent legislative session on this matter, is, that he had no expectation of receiving the amount at any time in the near future. When the subject of bonding the floating debt of the Province was before the Legislature, Mr. Blair was told of the Opposition leaders, that there was no necessity for such a course, because the payment of Eastern Extension Claims by the Dominion Government, would provide funds nearly sufficient to wipe out the amount then proposed to be funded. What was the reply of Provincial Secretary McLellan, to the gentleman of the Opposition. It was this: "He did not estimate the Eastern Extension Claim would be paid in the near future." Did not Mr. Blair prove that he had no expectation that the claim would be settled now, when he secured a joint committee of both branches of the Legtslature, to prepare an address to the Dominion Government on the very subject of Eastern Extension claims, and Mr. Ellis was appointed a member of that committee. Then the *Globe* must know, that Mr. Blair can lay no claim to the settlement of this matter. The credit is due and belongs to the late government, who, as Mr. Hanington stated in the House, "had made such arrangements before retiring from office, as would have brought the negotiations on Eastern Extension claims to a successful issue."

It is a matter of conjecture, if this Province will be allowed interest on this amount since 1869. In the event of interest being allowed, the total amount due us from the Dominion Government, would reach $262,000 or $12,000 more than the amount Mr. Blair proposes to add to the bonded debt of the Province.

Those Despatches.

The *Telegraph* and all the yelping little curs that follow Mr. Blair for the pap that constitutes their chief support, have wriggled and twisted, on the subject of the despatches which have put a stop to the bridge construction, but not one of them have dared to deny that such despatches were received by the Governor. They seek to lead their readers to believe, however, that it is very improbable, because they cannot understand how the matter got out. Well, they need not worry themselves on that point. They adopted the same course with regard to the snubbing Mr. Blair was compelled to submit to at the Governor's hands when the Government sought to carry out their programme of dismissing public officials. We challenge Mr. Blair, or his organs, now to deny, that certain despatches were received by Governor Wilmot, in effect, forbidding the construction of the Fredericton Bridge; that these despatches were forwarded to Mr. Blair, to be laid before both branches of the Legislature; and that Mr. Blair, contrary to all constitutional precedent refused, or rather neglected to act in obedience to His Honor's command, by which he became liable to dismissal as an adviser of the Governor. Let Mr. Blair deny these facts if he can. It would be far more honorable in the Government to admit their wrong on this bridge question, and their organs would stand in a better light if they admitted it, and did not attempt to conceal from the public, the real state of affairs on this as many other public questions. The people expect some degree of honesty even in a political newspaper, if they have no faith in the honesty of some prominent politicians.

Suspension of the "News."

The numerous friends of Mr. Edward Willis, ex-M. P. P., will hear with regret, that owing to financial embarassment, he has been compelled to suspend the publication of his paper, the St. John *Daily Evening News*.

Mr. Willis is an old newspaper man, and the *News* was an old newspaper. Mr. Willis is a native of Halifax, where he learned the art of printing, in the same office with Mr. Ellis of the *Globe*, who is also a Haligonian. He removed to St. John when a young man, and in 1857 established the *Western Borderer* at Carleton, and shortly afterwards the *Freemason's Monthly Monitor*. Twenty-five years ago, he became the editor of the St. John *Courier*, and in 1863, when Mr. Fenety who had established the *News*, the first penny paper in British America, retired from journalism, he purchased that paper, and has continued ever since its proprietor. The *News* was issued as a morning paper till 1878, when it became an evening paper, taking the place of the *Evening Telegraph*, which had been running only a short time. Mr. Willis suffered heavily in the great fire of 1877, and never recovered from the losses he met with then. He struggled manfully with his reverses, and now, when no longer able to continue the publication of the *News*, has the warm sympathy of his conferes of the Canadian press. There ought to be a sufficient field in St. John for two evening papers, and we hope to see the *News* revived, and Mr. Willis reinstated in its management, for while some people were prone to remark on certain eccentricities of our suspended contemporary, there were none who failed to admire its proprietor in his struggling against adverse circumstances, to which he has eventually has been compelled to succumb.

The Brigade Majorship.

The death of Col. Read has left this position vacant, and the only name prominently mentioned in connection therewith, has been that of Lt. Col. E. B. Beer of Sussex, commanding officer of the 74th Batt. This gentleman, we think, has strong claims on the appointment. In 1875, when Col. Otty died, Col. Beer served temporarily in the position, and to the great satisfaction of the military. He was then regarded as the proper gentleman for the position, and would have been appointed, but for the interference of Mr. Anglin, who had another candidate.

Col. Beer has had a long connection with the military force of this Province, and he is a gentleman in every way qualified for the duties of the Brigade Majorship. He is one whom to know is to respect and esteem; he has shown excellent tact and judgment in his military career, and displayed zeal in all affairs in which our volunteers are interested. On one occasion he commanded the Wimbledon team, and has gone to Ottawa on several occasions in a similar capacity. Among the military all over the Province, Col. Beer is deservedly popular, and we know of no gentleman whose appointment to the vacant position would be better received. Col. Beer besides being a good military man, is an excellent gentleman socially. He is ready in speech, considerate and kind in action, and withal, level headed, and a man of strong common sense. Taking all these things into consideration, the FARMER cordially recommends Col. Beer as a most suitable gentleman to succeed the late lamented Col. Read as Brigade Major of the eighth military district.

☞ PERFECTION. The Scarlet, Cardinal Red, Old Gold, Navy Blue, Seal Brown, Diamond Dyes give perfect results. Any fashionable color, 10c., at druggists, Wells, Richardson & Co., Burlington, Vt.

A Warning to Mariners.

The Local Government have published the following "Notice to Woodboatmen and other Navigators on the river St. John":—"A pier has been sunk in the river at the foot of Carleton street, Fredericton, distant from low water wharf 60 feet on the shore side, and 85 on the outside. The top of the pier is up to about low water. So soon as navigation opens, the situation of the pier will be indicated by a floating buoy, painted red, placed over the centre."

Is there anything about this pier, that the Government are ashamed to state that it belongs to the projected bridge? What will be the necessity for the "floating buoy, painted red," if the Government go on with the work immediately, and if a mark is necessary, would not a "sinking man," be more appropriate to mark the spot than a "floating b(u)oy"? It is gratifying to know, that the Government led by Mr. Blair, have manifested a most commendable promptness in issuing this notice before the ice has run out, so that the earliest arrival of the spring fleet, the Southampton packet, Capt. Stears, from Nacawick, may not be cast upon the jagged rocks of the Government pier lying in near proximity to the dangerous coast of Carleton Street. *Telegraph*, *Globe* and *Transcript* please copy.

A Forlorn Hope.

The Opposition to the Dominion Government is growing beautifully less day by day. It is nothing more than a faction now, a few malcontents led by Mr. Blake who has no policy for present or future, and less hope of succeeding to power. Mr. Blake, has divided the House during the present session on every possible occasion, and at no time has he mustered to his side more than sixty-five members of the two hundred and eleven members of the Commons. But Mr. Blake met his Waterloo Monday night. He was opposed to the Railway subsidy resolutions, in which York is so deeply interested, and he fought against them for all he was worth, but when the vote was taken, of the entire House of Commons, Mr. Blake could only find thirty four other gentlemen to stand up with him, every Grit member present from New Brunswick and Nova Scotia voting with the Government. After his experiences this session, it will not be surprising if Mr. Blake withdraws from public life, in which he has been such a conspicuous failure.

The Sunbury Blonde again to the Front.

Mrs. Marion E. Warren has been operating in a swindling scheme again, this time under the name of Mrs. Carrie E. Morse. A few days ago she was brought before the New York Police Court for swindling Mrs. Mary A. Bronk, and Mrs. Mary J. DeWitt, out of $500 and $600 respectively by pretending to speculate in stocks on their account.

Mrs. Morse had been released in $1,600 bail, furnished by Deputy Sheriff Shelley and Carl H. Altgelt. The latter directed his bond he cancelled. Before the proceedings began, Detective Von Gerichten arrested Mrs. Morse on a warrent obtained by Miss Helen Wilson, a dressmaker, of 31 Columbia street, Newark, N. J. Miss Wilson charges that she was induced by Mrs. Morse to deposit $600 as surety for Hattie M. Herder, a friend of the complainant, who was promised employment by Mrs. Morse, and that Mrs. Morse took the money and disappeared.

Mrs. Bronk testified that on September 18 she gave the defendant $500, and made a similar deposit on the 26th of that month for use in stock speculation. Mrs. Morse, it is said, bought Michigan Central at 102½ and sold at 96, thereby causing a loss to the complainant of $348.24.

Mrs. De Witt was next examined, but in her affidavit she alleges that in July, 1883, Mrs. Morse, under the name of Mrs. McDowell, rented a room from her at No. 328 West 125th street. Mrs. De Witt had been left a shoe shore in Harlem by her husband, and was induced by Mrs. Morse, so she says, to sell it to dabble in stocks. According to the affidavit, Mrs. Morse was to pay $1,300 of complainant's debts in five days, but ended by owing her $2,000 and leaving her penniless with five small children, four of whom the mother has been forced to put into an orphan asylum. Mrs. De Witt asserts that several other ladies have been victimized by Mrs. Morse. It was alleged that the prisoner swindled many ladies there, about two years ago, under the name of Marion E. Warren. She then had an office in Union Square. It is also said that she has operated in Philadelphia as Marion E. Dow.

The prisoner, in answer to the usual questions, said her name was Carrie E. Morse, that she was thirty-three years old and was born in the British Provinces. She said she lived for a short time at No. 34 West Thirtieth street. She is tall, slightly pockmarked and has blonde hair. She has been held to appear in the Superior Court.

The Old and the New.

There was a time when the medical faculty, in dealing with their patients, appeared to act upon the "kill or cure" principle. The most powerful drugs and the most heroic doses were employed, and if the patient escaped death from disease he stood a capital chance of dying from drugs. So it was often an open question whether a patient should die of disease or be killed by the doctor. To physic, vomit and salivate were mild remedies while physicians thought nothing was being done unless the head was made to swim, the back to ache, the stomach and liver to rebel against natural diet. But times have changed and with them the practices of physicians and people. Coughs, colds and Bronchitis are now cured by Humphreys' Homeopathic Specifics Nos. one and seven, and not only coughs and colds, but diseases of a far graver nature like Pneumonia and Chronic Lung Diseases, or Consumption, are also arrested. Dyspepsia with its kindred attendants of Indigestion, Weak Stomach, Low Spirits and Constipation is the bane of life to many, but Humphreys' Homeopathic Specific No. Ten is mild, pleasant and agreeable and has cured its thousands. Try it. So of Catarrh, of Rheumatism, of Croup or Headache; each has its Specific and its cure.—*Ex.*

American Newspapers in 1884.

From the edition of Messrs. Geo. P. Rowell & Co's AMERICAN NEWSPAPER DIRECTORY, now in press, it appears that the newspapers and periodicals of all kinds at present issued in the United States and Canada reached a grand total of 13,402. This is a net gain of precisely 1,600 during the last twelve months, and exhibits an increase of 5,618 over the total number published just ten years since. The increase in 1874 over the total of 1873 was 493. During the past year the dailies have increased from 1,138 to 1,254; the weeklies from 9,062 to 10,028; and the monthlies from 1,091 to 1,499. The greatest increase is in the Western States. Illinois, for instance, now shows 1,009 papers in place of last year's total of 904, while Missouri issues 604 instead of the 523 reported in 1883. Other leading Western States also exhibit a great percentage of increase. The total number of papers in New York State is 1,523, against 1,399 in 1883. Canada has shared in the general increase.

If there ever was a specific for any one complaint, then Carter's Little Liver Pills are a specific for sick headache, and every woman should know this. Only one pill a dose.

March fully did its share in keeping up the credit of 1884, which for the time it has run has been even more destructive than March, 1883, the year mentioned being the most "fiery" year ever known in America except 1871 and '72. January's fire record was $12,000,000; February's, $7,000,000; and that of March, $8,250,000. In the latter month there were 10 fires reported in which the loss ranged from $50,000 to $75,000; 5 between $75,000 and $100,000; 4 between $100,000 and $200,000 and 6 over $200,000. The New York *Commercial Bulletin* has pointed out that the rate of fire destruction in the U. S., is steadily increasing. Eight or nine years ago it was about $70,000,000 a year, or $100,000,000 in fifteen years. Now it is $100,000,000 a year, or $1,000,000,000 in only ten years.

Don't be Giddy.

Many people are troubled with giddiness or dizziness, which is generally a sign of disordered digestion or unequal circulation. Burdock Blood Bitters restores the digestive powers, promotes a healthy circulation of the vital fluids, allays nervous irritation, thus curing headache and giddiness.

CURRENT COIN.

A second British campaign in Egypt is regarded as probable.

Prince Bismarck has retired from the Prussian Ministry.

Last year 92,124,443 persons travelled over the New York Elevated Railroad.

It is estimated that there are 40,000 persons in New York city that depend upon gambling for a living.

There were 169 persons killed on the railways of Canada during the year 1882-3, as compared with 147 the previous year.

General Luard late Commander of the Canadian Militia, has been appointed to the Command at Aldershot at a salary of £1,500 a year.

Holmes and Brecken, arrested at Halifax in September last for having dynamite in their possession, have been sentenced to two years' imprisonment.

A breach or promise suit is pending in the Supreme Court for Waldo county, Maine, in which the plaintiff is seventy-seven years old and the defendent, seventy-nine

The frog child, born in Union County, N. C., is fourteen years old, and weighs but nineteen pounds. It moves by leaping on all fours, four or five feet at each bound.

Mrs. Dorothy Smith, said to have been the heaviest woman ever living in Chesterville, Maine, has just died. Her weight, when in good health, was nearly 400 pounds.

W. T. Baird's Cure-All-Liniment is entirely different from any other Liniment or Preparation for the relief of pain, from its peculiar penetrating power it acts promptly and is used both internally and externally.

In excavating in the City Park at New Orleans recently the workmen exhumed a large brass cannon, bearing date 1788. It is thought to be a relic of the Spanish domination in Louisiana, which terminated in 1803.

The vacancy in the Manitoba Assembly, caused by the death of Hon. A. M. Sutherland Provincial Secretary, has been filled by the election of Mr. McBeth a Government supporter and formerly clerk of the executive council,

Palpitation of the heart, nervousness, tremblings, nervous headache, cold hands and feet, pain in the back, and other forms of weakness are relieved by Carter's Iron Pills, made specially for the blood, nerves and complexion.

During the year ended June last, 1,275 miles were added to the length of Canadian railways, making a total of 9,805 miles under traffic, and when the present lines under construction are completed, the railway system of Canada will comprise over 11,400 miles.

It is said by reliable persons that *Sheridan's Cavalry Condition Powders* fed sparingly to laying hens will increase the quantity of eggs two-fold. Try it. It won't cost much. Don't throw away your money on the large packs.

Mr. John Hennessy, of New York, claims to have the smallest purely bred bull-terrier in the world. The dog is clear white, 18 months old, and weight only three and one half pounds. His mother weighs five and half pounds. Mr. Hennessy values his dog at $143 a pound.

According to the new British Medical Directory the whole number of doctors in Great Britain is 25,038. Of these 4,417 are in London, 11,775 on the provincial list, 2,430 in Ireland, 1,717 reside abroad; and 2,493 are in the army and navy, the Indian medical service, and the mercantile marine.

A remarkable deal at whist is reported from a town in Ohio, Four gentlemen were playing a game and in one deal, one got all the spades, another all the clubs, another all the hearts and another all the diamonds. The cards before dealing had received a thorough mixing and were cut in the regular way.

More than three quarters of a century has passed since *Johnson's Anodyne Liniment* was invented, and it is to-day the most widely known as well as the most valuable internal and external remedy in the world. No family should be without it a day.

Chief Engineer Melville, of the *Jeannette* expedition, received the other day a bottle of whiskey which had been forwarded to him Feb. 4, 1882, while he was in the wilds of Siberia. The bottle has travelled 6,000 miles by sea, over 11,000 on the sledge journeys in Siberia and about 4,500 miles by rail.

Georgia has gone ahead of Texas in hailstone crops. In the former State it is no unusual thing to find, after a storm, hailstones as large as watermelons, and shaped like coffins, coffeepots, and whiskey-jugs. We shall probably next hear from that enterprising State an account of a shower of icebergs with white bears on them.

"Do you ever expect to sit in the House of Commons, Mr. Bradlaugh?" asked a reporter of the famous English agitator. "If I could find out what Methusalah lived on I could tell you better," was the cautious answer. "It is true that you are willing to swear as the law requires?" "Swear! Egad, man, I've been doing nothing else for the last two years."

A boy named Griffin in Kingston, N. Y., shot at a dog Saturday, with a bow and arrow, but missed the dog and hit his 12-years-old sister between the eye and nose, coming out near the temple. The eye was forced entirely out and the sight destroyed. The arrow had a heavy head of iron, which was very sharp, and had to be pulled from the wound

The new Protestant Episcopal Bishop of the Diocese of Chicago, W. E. McLaren, is an old newspaper man, formerly a reporter on the Cleveland *Plaindealer*, and afterwards on the Pittsburg *Gazette*. His subsequent progress to the episcopate was though a Presbyterian pastorship at Detroit, and from thence to the rectorship of an Episcopal church, which three years afterwards led to his promotion to the bishopric of Illinios.

A pine floor that had been used in a goldsmith's shop for ten years is worth $150 per foot for the gold it contains. Workmen often keep their hair well oiled, by running their fingers through it while filing or polishing fine jewellery, by which means they collect $50 worth of the precious metal a year. The hair is carefully washed every day and the washings preserved until enough has been saved to justify a clean-up.

It is proposed to settle the dispute as to who is the champion 100-yards professional runner of America, and for that purpose the Pittsburg sportsmen will hold a meeting July 5, on the Exposition ground, Alleghany City. The track will be put in the finest possible shape. It will be open to all Americans—100 yards scratch race. Prizes, $500 to first, $200 to second. Entrance fee, $50, and each man entering must take his oath to try to win.

The Duchess of Edinburgh, when in the cage of the House of Commons the other night finding things dull, and having heard of the inspiriting effect of the interposition of the Irish members, expressed a desire to hear Mr. Healy speak. Some objections were gently offered but, the Duchess being imperative, the command was absolutely conveyed and received with a smile. She seemed utterly amazed that things were not as at an ordinary theatre, and that the Hon. M. P. did not burst into speech.

A German doctor in Philadelphia says that nearly all the diseases among the Germans in the United States are caused by drinking beer. There is nothing of that kind in Germany, where the beer is pure, and kept for one year after it is made. In the United States it is not only adulterated, but is "jerked out" to tipplers when it is only a month old. It is asserted that the picric acid which is used to give the beer a pungent taste is very injurious to the kidneys and others organs.

The whistlsig craze is the latest in fashionable circles. In New York there is a coloured man who was once owned by Henry A. Wise, but more recently a waiter at Long Branch, who has as many pupils as he can attend to. They are mostly misses ranging from 10 to 16 years. He guarantees whistling, according to his system, to reduce the size of the mouth and give the lips a pouty, kissy appearance. In addition to this the exercise is good for the lungs, develops the chest, and induces cheerfulness.

While Charles McCarran, an animal trainer in charge of a menagerie in Chicago, was entering the cage of one of the lions, it jumped out past him and sprang onto a little Shetland pony which it soon reduced to a bleeding mass. The people, of whom there were a number present, were almost scared out of their wits. Owing to the fierceness and strength of the beast the trainer was afraid to attempt to recapture it with ropes. Having a bottle of chloroform handy he saturated a sponge with it, which he attached to a pitchfork handle and held it under the lion's nose. It didn't appear to dislike the pungent smell at all and soon keeled over as limp as a rag.

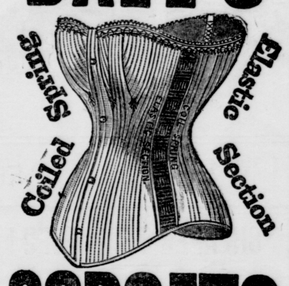
APRIL 9th, 1884.

JUST OPENED

AT

EDGECOMBE'S

BALL'S



CORSETS

Every Corset is warranted satisfactory to its wearer in every way, or the money will be refunded by the person from whom it was bought.

The only Corset pronounced by our leading physicians not injurious to the wearer, and endorsed by ladies as the "most comfortable and perfect fitting Corset ever made."

Also beautiful showing of

NEW ENGLISH

Prints & Cambrics.

New Gray Cottons,
New White Cottons,
New Sheetings,
New Pillow Cottons.

These Cottons are all Canadian Manufacture, from the Mills at "St. Croix," "St. John," "Valley Field," "Moncton," and "Hochelaga," and are the best value ever shown in this market.

Parks' Knitting Cottons,

(ALL COLORS,)

COTTON WARPS, &c.

FRED. B. EDGECOMBE.

Fredericton, April 9, 1884

THOMAS W. SMITH

Has just completed his importation of

English, Scotch and Canadian

TWEEDS,

ENGLISH,
FRENCH,
AND GERMAN

Suiting and Trousering,

Making the largest and most complete assortment of CLOTHS in this city.

Call and examine our stock and leave your measures. We warrant every Garment to Fit, and Styles and Finish not outdone by any in the trade.

READY-MADE CLOTHING,
HATS, CAPS,
Boots and Shoes,

—AND—

GENT'S FURNISHING GOODS

on hand as usual, and very cheap for Cash.

THOS. W. SMITH.

Fredericton, April 9, 1884

FEBRUARY 20th, 1884.

JUST RECEIVED AND OPENED

—AT—

Lottimer's

Fashionable Shoe Store,

a Large and Splendid Assortment of

LADIES' and MISSES'

FINE KID SLIPPERS.

—o—

ALSO:

LADIES' FINE KID

Tie Shoes,

very nice for Evening wear.

A LOT OF

Ladies' White Jean,

ELASTIC SIDE BOOTS

at less than cost to clear.

Gents', Boys and Youths'

DANCING PUMPS

AT

Lottimer's Shoe Store.

Gents' Kid and Patent Leather

DRESS BOOTS

AT

LOTTIMER'S SHOE STORE.

Fredericton, February 20.

SPRING 1884.

NEW GOODS

NOW OPENING

—AT—

John J. Weddall's.

WHITE COTTONS.

GREY COTTONS.

WHITE SHEETINGS.

GREY SHEETINGS.

PILLOW COTTONS.

NEW PRINTS.

HAMBURGS

Best Value ever shown in this City.

Hollins & Co's. Angola,

BEST MAKE.

Parks' Knitting Cottons,

No. 4 to 40.

Patchwork.

CHECKED SHIRTINGS.

Park's Carpet Warps,

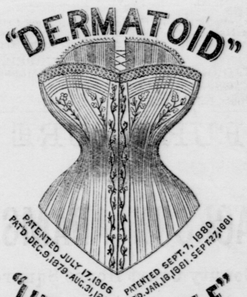
ALL COLORS MADE.

☞ Parks' Colored and White Warps

ALWAYS ON HAND.

JOHN J. WEDDALL.

"DERMATOID"



"UNBREAKABLE"

No.-1800

CORSETS!

CORSETS!

Tennant, Davies & Co.,

have just received TWO CASES of those celebrated CORSETS from the Manufactory of the

Worcester Corset Co.,

INCLUDING THE

Double Hip Abdomial,

Every Pair Warranted,

Improved Bon Ton,

Every Pair Warranted,

Dermatoid,

Every Pair Warranted.

Elastic Adjustable Hip,

Carnival, &c., &c.,

which are made of the best materials, and also contain their celebrated Busk Protector and Patent Lock Clasp, which prevents the Steels from unhooking while being worn.

HAVE ALSO RECEIVED;

New Grey Cotton,
New Grey Sheetings,
New White Cottons,
White Sheeting,
Pillow Cottons, &c.

Park's Knitting Cotton;
Park's and Moncton Cotton Warps, &c.

☞ INSPECTION SOLICITED. ☜

TENNANT, DAVIES & CO.,

Directly Opp. Normal School,

Queen Street, Fredericton,

February 20, 1884

NEW GOODS

NOW OPENING

—AT—

DEVER BROS.

New Dress Goods.
New Corsets.
New Hamburgs.
New Prints and Cambrics
New Gloves.
New Hosiery.
Grey Cottons.
White Cottons.
White and Grey Sheetings.
Pillow Cottons.
White and Blue Warps.

DEVER BROTHERS.

Fredericton, March 26

Davis, Staples & Co.,

Queen Street, Fredericton.

To select a tasty or useful Christmas Present that will be acceptable, go to the Drug Store of DAVIS, STAPLES & CO., Fisher's Building, where will be found a beautiful and elegant assortment of CHRISTMAS GOODS, and a large stock of Toilet and Fancy Goods, including Perfumes, Colognes, Cut Glass Bottles, Toilet Sets, Wallets, Razors, Pipes, and quantities of nice goods, useful and ornamental, suitable for HOLIDAY GIFTS, which will be sold at prices that will be within the reach of the most limited means.

☞ Call and examine our goods and see the assortment you have to select from.

DAVIS, STAPLES & Co,

Opposite City Hall.

December 19, 1883

NEW STYLES

—IN—

GENT