

The Intercolonial Railway.

(From the Toronto "Globe.") What Mr. Mackenzie very appropriately describes as the "annual trade" against the management of the Intercolonial Railway has come off as usual, and with the same result. The assault has gained nothing by his onslaught but another exposure of his own unscrupulousness, and has only afforded another opportunity to the Premier of showing how that public work is being managed, what is the benefit it is conferring upon the country, and what in ordinary circumstances may be likely to be the amount of its success, both directly and indirectly, in the years which are to come.

No one ever expected that the working expenses would be met for many years to come. Very few could have anticipated that at this early stage of its history the yearly deficit on the Intercolonial would have been so small. This is still only the second year of its being fully opened. The line could not be looked upon as complete till it had been re-laid with steel rails and all properly ballasted. The rolling stock has not even yet been brought up to the point required by the present and prospective traffic, while many things that might very naturally have been charged to capital account are charged to current expenses. In these circumstances it is something not a little creditable to the present management to have it said that while the length opened has been nearly doubled, the expenditure in the various departments has been but slightly increased; and that while the cost of working per mile was on the accession of the present Government to power \$3,839.38, it is last year only \$2,927.27, or a decrease of fully \$1,500 per mile. It is not necessary to go over in detail all the statements of Mr. Mackenzie in reply to Dr. Tupper. These were as satisfactory as they were unanswerable, for they were simply a record of facts every one of which could be verified by official and authoritative documents.

Perhaps the most gratifying part of Mr. Mackenzie's speech was that which referred to the great success which has attended the change made in the winter port of the Canadian mail steamers. As usual with everything which the Government may propose or do, the Opposition deprecated making Halifax the winter port for the Allan steamers. It was "premature." It would be better to wait for some time. It would be exceedingly inconvenient. The Intercolonial had not been sufficiently tested, &c. The change, however, was made, and no one now doubts about its having been a great success. It has contributed very materially to the successful working of the Intercolonial, and promises in a very few years to develop a trade of very large dimensions.

The revenue returns of the road tell their own story very unmistakably. In the six months ending with the 31st of December, 1875, the total receipts were \$471,042. For the corresponding period of 1876 they had risen to \$613,384; while for the last six months of 1877 they stood at \$715,186. This state of things is still going on. For the first four months of 1878 the revenue was \$100,000 above that of the corresponding months of last year, and was still the prospect of steady advance.

But the direct revenue from the road is comparatively of minor importance compared with the benefit conferred on the whole country by the opening up of vast districts to outside intercourse, and especially by giving direct and uninterrupted communication between the Upper and Lower Provinces throughout the whole year. Nor has this been effected by injuring the Gulf shipping trade. It was thought that as soon as the Intercolonial was opened the trade by water would be crippled, if not actually destroyed. Some small outcry to this effect was made at first, but experience has shown that the fears were groundless. The interprovincial trade by sea is now as large as ever, if not more so, and so another proof had been given that the greater the facilities opened for traffic the greater will be the trade.

We have merely to add that, as our readers would notice from the Parliamentary proceedings a few weeks ago, Government is taking measures to have the road between Quebec and Rivière du Loup put on a more satisfactory footing than at present. When this has been accomplished another step will have been taken towards making the Intercolonial Railway, as far as it can be made, a successful commercial enterprise and a national benefit.

WAR NEWS. RUSSIAN CRUISE. A despatch dated Moscow, April 24th, says:—A large public meeting was held here to-day under the auspices of the Central Committee, for collecting subscriptions for the formation of a Russian cruiser. It was resolved that the Government of each Province should fit out a cruiser. A London despatch dated April 24th, says telegrams from Constantinople say that typhus fever is increasing among the Russians at Adrianople and Rostovo.

A despatch dated April 24th, says the Mussulman insurrection is exceedingly formidable. It engages 3,000 Russian troops and extends over 10,000 square miles from between Tartar Bazarjik and Philippopolis to Gumbulshina and Tchermetan. The insurrection was caused by the intolerable oppression of the Russo-Bulgarian regime, and was brought to a head by the abduction of Turkish women by Bulgarians. Cannon and musketry firing is heard daily near Tchermetan. A sanguinary and decisive engagement was fought near Domotica on the 18th. The Russians lost 800 men, including eight officers killed. Reinforcements have been sent from Adrianople.

THE INSURRECTION IN ROMANIA. A despatch dated Constantinople, April 25th, says the Russians have established a telegraph line between San Stefano and St. George, a few miles north, and are now constructing a road. The Turkish Seraskier has received information that the insurrection in Roumania is spreading. There has been another engagement, in which 60 officers, (presumably Russians) were placed hors de combat.

GORISCHAKOFF SICK. A despatch dated London, April 25th, says Gortschakoff has been confined to his bed since Monday, and serious apprehensions concerning him are felt. His fever increases, and there is fear that it is typhus.

THE NAVAL RESERVES, ETC. A despatch dated London, April 26th, says ten thousand uniforms for the naval reserves have been ordered. In consequence of a pressure of the Russian war the Porte has temporarily ordered the evacuation of Batoum. The Russian navy near Batoum and Trebizond are arming against the Russians.

Fifteen battalions have been sent against Romanian insurgents. A Berlin despatch states that Prince Charles of Romania has refused the demand of Russia for a dismissal of his Cabinet. A Belgrade despatch says: "It is stated that the Government, in accordance with an agreement with Russia, is preparing a proclamation to the Servians to prepare for a fresh war."

Provincial Notes and News. THE WOODSTOCK BRIDGE.—Such repairs have been made to the Woodstock bridge as will enable the trains to run over it regularly. Ordinary travel has not been interrupted by the damage done to the bridge by the ice run.—Telegraph.

THE McCARTHY MYSTERY.—Grappling for some time in the Seaside River. MAPLE SYGAR is scarce. About fifty tons are usually made at Macan Mountain; this year not one was made owing to unfavorable weather.—Post.

INTERCOLONIAL RAILWAY.—Now, as the weekly steamers of the Allan Company have ceased calling at Halifax for the season, it is interesting to know that from the 18th December, 1877, to the 22nd of April, 1878, they landed at Richmond wharf, for the Intercolonial Railway, and connecting lines, 19,704 tons weight, and it is creditable to know that not a package of goods was lost in transit.—Hull Chronicle.

TIMOTHY MCCARTHY.—The following is a copy of a Government proclamation in week's Gazette:—A PROCLAMATION. Whereas it has been alleged upon the oath of one Annie Parker, that Timothy McCarthy, of Moncton, Liquor Dealer, was, on the twelfth of October last, murdered at Shediac, and his body thrown into the Seaside River at Shediac; I do therefore publish this Proclamation, and do hereby offer a Reward of Four Hundred Dollars to any person who shall discover the body of the said Timothy McCarthy.

A Case of Consumption. Chesterfield, N. H., March 26, 1867. Messrs. Seth W. Fowle & Son:—Gentlemen:—I feel in duty called upon voluntarily to give my testimony in favor of Dr. Wistar's Balsam of Wild Cherry. I was taken sick last October with a lung complaint, accompanied by a very serious cough; and after having been treated a number of weeks by the best physicians, they gave me up as an incurable case of consumption and for about six weeks my friends expected that I might die any day, having entirely despaired of my recovery. At this time I read the advertisement and certificates of the Wild Cherry Balsam, and was induced to try it myself. I have taken five bottles, and from the commencement I have been gradually recovering. My cough has now entirely ceased. I have regained my flesh and strength, and am feeling quite well. I attribute the cure to Dr. Wistar's Balsam of Wild Cherry, as I have taken no other medicine since I commenced taking it. Very respectfully yours, MRS. MILA S. SMITH. Gentlemen.—Mrs. Smith gives me the foregoing certificate of the efficacy of your medicine in her case, and in a neighboring village, and took the BALSAM on the strength of my certificate, which she saw in the papers. Her story is literally true. W. H. JONES. 50 cents and \$1 a bottle. Sold by all dealers generally.

Medical, General Business.

DR. M. C. CLARK, DENTIST, can be found in his Office over MR. J. NOONAN'S STORE. FRESH FISH, such as SALMON, SHAD, HERRING, BASS, CORFISH, and other kinds of fresh fish in the season in which they are caught, and also all kinds of SALT AND PICKLED FISH.

MIRAMICHI BOOKSTORE, JUST OPENED, Perforated Card, in Gold, Silver, White and colors. Wall Pocket, Handkerchiefs, Stationery, &c.

CONSUMPTION CURED. An old Prescription, tried for active cases of Consumption, Asthma, Bronchitis, &c.

KNOW Thyself. By reading and practicing the simple rules contained in the best medical book ever written.

DR. CHANNING'S Sarsaparilla FOR THE BLOOD. CURES SCURF, SCROFULA, SALT-RIHEUM, ALL SKIN-DISEASES, TUMORS, ENLARGEMENT OF THE LIVER AND SPLEEN, RHEUMATIC AFFECTIONS, DISEASES OF THE KIDNEYS, BLADDER AND URINARY ORGANS, LEUCORRHEA, CATARRH, & ALL DISEASES RESULTING FROM A DEPRAVED AND IMPURE CONDITION OF THE BLOOD.

FOR SALE. ONE GOOD STRONG CARRIAGE WAGON almost new. Terms—Note at six months. J. R. GOGGINS, General Hardware Store, 215 - Chatham.

DR. WILLIAM GRAY'S SPECIFIC MEDICINE. The Great English Remedy will promptly and radically cure all kinds of Nervous Debility and Weakness, results of indigestion, Pains of the Head, &c. &c. &c. The Medicine is sold by all druggists, at 25 cents per bottle, or six bottles for \$1.50.

General Business, Law, etc.

M. ADAMS, Barrister and Attorney - at - Law. NOTARY PUBLIC, &c. SOLICITOR IN BANKRUPTCY, Agent for "Scottish Amicable Life Assurance Society."

WM. A. PARK, Attorney-at-Law, Solicitor, NOTARY PUBLIC, CONVEYANCER, &c. OFFICE - OVER THE STORE OF W. PARK, Esq. CASTLE STREET, NEWCASTLE, N. B.

E. P. Williston, ATTORNEY-AT-LAW, Notary Public, Conveyancer, &c. OFFICE - Over Mr. John Francon's Store; Entrance Side Door. Newcastle, Miramichi, N. B.

A. H. JOHNSON, BARRISTER-AT-LAW, SOLICITOR, NOTARY PUBLIC, ETC., ETC. Chatham, N. B. Traveller's Column.

LUKE STEWART, SHIP BROKER & COMMISSION MERCHANT. SAINT JOHN, NEW BRUNSWICK. WILLIAM J. FRASER, COMMISSION MERCHANT, TEAS, SUGARS, MOLASSES, &c.

R. R. CALL, General Agent, SHIP BROKER, AND COMMISSION MERCHANT. NEWCASTLE, MIRAMICHI, N. B.

INSURANCE BLOCK. Fire and Marine Insurance Agency, SAINT JOHN, N. B. CORNER OF PRINCE WM. STREET AND MARKET SQUARE.

Hotels, Manufactures, Builders, etc.

TORRYBURN HOUSE, Nearly opposite the Ferry, Chatham. JOHN MCGOWAN, Proprietor.

Waverley Hotel, NEWCASTLE, MIRAMICHI, N. B. This House has lately been refurnished, and every possible arrangement made to ensure the comfort of travellers.

Canada House, CHATHAM, NEW BRUNSWICK. WM. JOHNSTON, Proprietor.

MIRAMICHI FOUNDRY, Chatham, N. B. JAS. W. FRASER - Proprietor.

Remington Sewing Machines. No Machine has sprung so rapidly into favor as the Remington's. It is possessing just the qualities needed in a family machine.

Remington Patent Rotary Saw Carriage. THE Invention pronounced the "No. 1" in sawing timber is destined to sweep all rivals from the field.

Remington Agricultural Implements. WE are heavy manufacturers of all kinds of superior quality. Prices low to outfitting merchants.