

Medical. Vegetine. Scrofula, Scrofulous Humor. Cancer, Cancerous Humor. Canker. Mercurial Diseases. Salt Rheum.

Miramichi Advance. CHATHAM, DECEMBER 16, 1880. Dominion Parliament.

for them, the size of each district being governed by the location of the favored one's grocery or barnyard. The fish were evidently expected to realize when they crossed the lines supposed to bound these districts, and Billy's fishermen were to exercise the greatest circumspection in order that they might not trespass on Jimmie's or Johnny's domain. It thus happens that the enlightenment of our rulers at Ottawa has brought about a system of fishery management by which the water where the fishes are and the fishermen who are expected to live by the pursuit of their calling are secondary considerations. An overseer issues a license. If he happens to have been of considerable consequence in the last election campaign, the licensee will have quite a large district, embracing both sides of the river covered by his license. If, however, it is otherwise, then the license covers only a small area of water and admits of the holder fishing on one side of the river only. Then, there is always some doubt as to where the middle of the river is. Of course the grocer don't know and the man from the cow-barn is equally unable to determine, so the matter is left to the licensee if he is on the right side of politics, and to the grocer or cow-barn man if he isn't. This kind of thing suits Mr. Pope and his advisers here, and is a just reflex of their management and intelligence in matters affecting the public.

The New Judge. Undue haste appears to have been indulged in by the Dominion Government in appointing a successor to the late Judge Fisher, as before that gentleman's remains were buried, Hon. Geo. E. King, of St. John had received the appointment. It was thought that County Judge Waters, of St. John, was entitled to promotion, or that Hon. Atty-General Fraser's claims were before those of other gentlemen. Our Ottawa rulers decided otherwise, and however ill-advised their haste in the matter, those who had a right to expect better treatment, will only be obliged to bow with that humble submission to be expected of those who are capable of admiring such politicians as Sir Leonard Tilley, Sir John A. Macdonald and Sir Charles Tupper.

Land Monopolies Immigration. The land and monopolies other than of the railway lands. We had been told that Mr. Brassey would buy one hundred square miles and settle it with his son—and that would be a space purchase. The Government should submit such great land purchases to Parliament. He favored the aiding of railways in the North West by land grants, but it should be done by Parliament, not by the Government. Many railroads would be needed, and Parliament had not yet given the Executive the right to lock up large tracts in the manner that had been done. The Premier had last year said 25,000 immigrants would go into the North West this year. He (Blake) was told not one third of that number had gone there. Some that went there had afterwards left, owing to the land regulations. Government notices had prevented and forbidden settlers to take lands at Turtle Mountain, and intending settlers there had crossed into the States.

DOMINION PARLIAMENT. Continued from 1st page. Friday's Proceedings. Dec. 16th. THE ADDRESS.—MR. BEATTY. Mr. Beatty, on rising to move the address, was cheered by the Ministerialists. He referred to the bountiful harvest, the improvement in business and general prosperity. The latter was attributed by some to the harvest, by others to the National Policy. We should be badly off without the policy and worse off without the harvest. The maddest Tory would not say that taxation was an unmitigated blessing, but he claimed that under the N. P. the paying power of the taxpayer was increased. The tariff did not injure the farmer, while it benefited the cities. There would be a million and a half surplus this year. The country had endorsed the N. P. (Opposition cries of "no, no" Ministerial cheers.) Mr. Beatty, continuing, said the by-elections proved the country's approval. Mr. Mackenzie—Not in West Toronto. Mr. Beatty—West Toronto did not endorse the Opposition. Mr. Mackenzie—I treated the majority. Proceeding, Mr. Beatty claimed that the Pacific Railway was necessary to the country. The Government had either to build the road themselves, let it out to contractors by sections or let it out to a company. The latter was the policy of both parties. Under the present contract, we would know at once what we had to pay. Money would be brought into the country to build the road and immigrants to settle our lands. The country only wanted men, women and money. (Laughter.)

Mr. Blake made a noble speech on the address debate. Ministers winced under it. Sir John—always an inferior speaker, his whole strength lying in his power as a tactician—labored hard in reply, but could not raise enthusiasm either within himself or amongst his followers. Beattie made a poor speech in moving the address, his style of delivery being that of a third rate local preacher. With the exception of McDougall and next to him Tupper, and then Tilley, all the good speaking talent is on the opposition side of the House. BILLY-JIM-JACK-ISM. Mr. Vanasse seconded the motion in French. Vanasse concluded in half an hour. Mr. Speaker, putting the question, asked whether it should be taken *en bloc*, or paragraph by paragraph. Mr. Blake said the latter.

good feeling, but it was stated in Ontario the other day that if the Americans would take off the duty on our coal, we would take off the duty on theirs, and let Ontario get her coal as before. Then what would become of the inter-provincial trade? The coal tax was partial, local and sectional—a tax on a necessary article for the benefit of a few, and, therefore, wholly indefensible. The coal oil duty amounted to 200 per cent. on the raw and 60 per cent. on refined. He condemned the hasty legislation of last session on this question, rendering necessary a third coal oil bill this session. Sir S. L. Tilley's statements at Stratford and elsewhere in regard to the sugar duties were misleading and delusive. He (Mr. Blake) showed that the cost to the consumers was increased. Prosperity was turning not because of, but in spite of the tariff. We must be cautious in time of prosperity, not to commit ourselves as we done by the tariff, which would have the tide again turned. The first duty of the Government, if there was a surplus, was to reduce our burden of taxation. The burdens now were onerous in the extreme. If there were excessive receipts it was because of the inordinate burdens. They should at once strike off these imposts, which were sectional, and burdens the necessities of life. He invited Sir John to discuss the effect of the tariff privately with his colleagues from British Columbia, his friends from Nova Scotia, P. E. Island and New Brunswick, and see whether they would toll him the tariff was a benefit. He closed amid loud cheers.

SIR JOHN A. MACDONALD. Sir John A. Macdonald replied. He was warmly cheered on rising. He complimented the mover and second on their able speeches and Mr. Blake on his moderation. He explained that the latter had dragged in every conceivable subject. He did not want to discuss the Railway question until the agreement was before the House. Why drag in the tariff by the head and ears? That had been settled two years ago. It was better to follow the British practice, pass the address and go to work with the real business of the session. The railway measure would, he believed, meet the approval of Parliament and be accepted by the country as a measure of relief. He argued that the contract should be submitted to Parliament and not first to the people. There was a principle involved. The difference between American and British systems. He adhered to the British system. A plebeian meant the machinery by which a tyrant forces his will upon the people. He explained his speech made on his return from England to mean that the contractors had such confidence in the fairness of the contract, that they knew Parliament would adopt it, and would go on with the preparations. He defended the land regulations and regretted that immigration was not so large as he anticipated. Still he thought Mr. Blake under estimated the number. (Voice—No! no!) He regretted that people still left the country, a leader of the Opposition seemed to gloat over. He predicted that in 1881, unless thwarted in some way, there would be a very large immigration. He blamed Messrs. Blake and Mackenzie's speeches last year for preventing immigration. He held up to view a pamphlet with a portrait of Mr. Blake on the cover, and containing extracts from his last year's speech, which pamphlet had been circulated in England. Here were speeches and also the silence that speaks amid the eloquence of eyes. (Laughter.) He defended the appointment of the Railway Commission, claiming that it made a better and more thorough inquiry than a committee of the House. No hint or insinuation was given the commission how to proceed. He claimed that the tariff was for revenue and only incidentally protective. It had created new industries, extended old ones, restored credit and confidence, lifting the country out of the slough of despond. He recommended Mr. Blake to make some speeches like Sir S. L. Tilley's to advertise the country favorably. He concluded by pleasant references to recent elections. (Cheers.)

MR. MACKENZIE. Who was cheered on rising, said Sir John now wanted the address passed without debate according to the British practice, but in 1878 he had himself led an attack of eight days upon the address. The present speech from the throne challenges contradiction, and so far as the tariff was concerned, it was a gross misrepresentation of the facts. The tariff had greatly injured the farming community and many others. The Premier should have retaliated on the Blake pamphlet by publishing another with his own portrait to induce people to come to Canada. (Laughter.) The Liberal Pacific Railway Bill was outlined in his (Mackenzie's) address to the electors. It was laid before Parliament and received the sanction of Sir John himself. He asked if it was fair to punish the house by refusing it a holiday if the contract was not passed before Christmas? Sir John replied that it was important to the contractors and for immigration purposes to pass it at once, and if not passed before the holidays the adjournment would be very short. Mr. Mackenzie resumed, said, if the measure was good, he would help to pass it. If not good, as he feared it would prove, he would oppose it and express his views whether he had a holiday or not. If the contractors had so much confidence in the contract, why had it failed them months ago, why had it failed their most honored ally, the Minister of Finance? He asked if the Minister had reached a different result by taking figures for the calendar year instead of the fiscal year. (Sir S. L. Tilley, no; Opposition cries of yes! yes!) It is said we should keep silence; did you keep silence? He quoted Sir John's previous statements about leaving the country in 1878. Now, when three and a half per cent. had gone in fifteen months there was not a groan. (Cheers.)

MR. POPE. He followed, claiming to correct the statements about the persons passing Sarnia on their way to the United States. He said the difference between those coming in and going out of the country, there was in Manitoba had been and unfavorable. SIR RICHARD CARTWRIGHT. He regretted to have to discuss this matter to-night; he regretted more than the minister the great exodus going on. The Opposition could not shut their eyes to the fact that people were leaving the country. He had investigated the matter and found that nearly one hundred thousand persons had crossed to become settlers in the United States. If the statistics of the west section lying between Yale and Port Moody, which shall be completed the portion of the said western section now under contract, namely, from Kandloos to Yale, within the period fixed by the contract, be so far as the 20th day of June, 1885, and shall also be completed on or before the 1st day of May, 1891, the remaining portion of the said western section lying between Yale and Port Moody, which shall be completed of equally good quality in every respect with the standard hereby erected, the contract hereby contracted for, and the said Lake Superior section and the portions of the said western section now under contract shall be completed as hereinafter specified in the specification and conditions of the contracts, and pending the completion of the eastern and central sections, the Government shall retain the right to possession and right to work and run the several portions of the Canada Pacific Railway already constructed, or as the same shall be completed, and until the completion of the eastern and central sections, the Government shall convey to the company, with a suitable number of

station buildings, and with water service (but without equipment) those portions of the Canadian Pacific Railway, which are to be constructed by the Government, which shall be then completed; and upon the completion of the remainder of the portion of the railway which shall also be conveyed to the company by the Canadian Pacific Railway, shall become and be the property of the company, and the company shall thereupon and forever efficiently maintain, work, and run the Canadian Pacific Railway. Upon the reception from the Government of the possession of each of the respective portions of the Canadian Pacific Railway, the company shall equip the same in conformity with the standard established for the equipment of the sections hereby contracted for, and shall thereafter maintain and efficiently operate the same.

General Business. Christmas is Coming. Apples & Onions. Lime Juice. HARDWARE. House and Store to Rent. 500 BUSH SALT. GEORGE WATT. MUIRHEAD'S WHARF. THE CHATHAM UNDERTAKER. CASKETS & COFFINS. JOHN McDONALD, Undertaker, CHATHAM, N. B. TIN CASES. H. P. MARQUIS, Tinsmith, CHATHAM, N. B. Pocket Book Lost. Tea. Tea. Littell's Living Age. WHOLESALE AND RETAIL. COFFINS FOR SALE. WM. McLEAN, UNDERTAKER. Salt! Salt! NO. 1 LABRADOR HERRING. MANCHESTER HOUSE.

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