MIRAMICHI ADVANCE, CHATHAM, NEW BRUNSWICK, APRIL 20, 1882.

General Business.

Valuable Properties for Sale.

Chatham

O N MONDAY, the first Day of May next at 12 o'clock (noon) in front of the premises, will be offered for sale at Public Auction, the LAND, STONE STORE, WHARF AND OUTBUILDINGS situated iu the Town of Chatham, and now in the occupation of Messrs. GUY BEVAN & CO. This son, are inserted at eight cents per line nonpareil, (or property is one of the most valuable on the eighty cents per inch) for 1st insertion, and three miramichi, and well adapted for any kind of cents per line (or thirty-six cents per inch) for each

Tabusintac

ALSO, at the same time and place, a lot of Land on the SOUTH SIDE OF TABUSINTAC RIVER, bounded above by Land granted to Donald McEver, and below by Land granted to Saint Anarews Church, containing 300 acres more or

ALSO at the same time and place a Tract Land on the NORTH SIDE OF TABUSINTAC RIVER, on the North side of Red Pine Island Brook, bounded below by Land granted to Donald McLeod, and above by Land granted to the late John Campbell, containing one hundred acres, more or less.

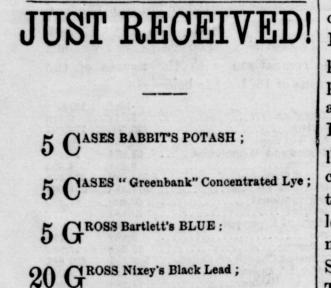
Chatham

ALSO, at the same time and place, will be effered for sale or to let, the field on the corner of the WELLINGTON AND OLD NAPAN ROADS. A part of the pu chase monies of the above properties, if wished, can remain on interest for one or two years, at 7 per cent., secured by Bond

A plan of the first named property can be seen, and any further information or particulars given by applying to

W. J. FRASER, MERCHANT, Halifax, N. S. of RICHARD CARMAN, his ATTORNEY, Chatham N. I WM. WYSE, Auctioneer.

Chatham, 27th March,1882.



The "MIRAMICHI ADVANCE" is published at Chat-ham, Miramichi, N. B., every THURSDAY morning in time for despatch by the earliest mails of It is sent to any address in Canada, the United

BUSINESS NOTICE.

States or Great Britain (Postage prepaid by the Publisher)at the following rates If paid in advance, within 2 months

\$1.50. " " after 2 months. -\$2.00. Advertisements are placed under classified head

\$1.00

other than yearly or by the sea Advertisements. eighty cents per inch) for 1st insertion, and three

Yearly, or season, advertisements are taken at the rate of \$6.75 an inch per year. The matter n space secured by the year, or season, may be

hanged under arrangement made therefor with the The "MIRAMICHI ADVANCE" having its large circu rincipally in the Counties of Kent. Cloucester and Restigouche (New Northumberlan Brunswick), and in Bonaventure and Gaspe (Quebec), among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers superior

Address ducements to advertisers. Editor " Miramichi Advance." Chatham N. B. Miramichi Advance.

APRIL 20, 1885 CHATHAM. The Miramichi Valley Railway.

NO II. It is not necessary, in discussing

and we have \$1,989,000. As the 300 miles of railway will only be in fair progress when the next census is taken, we may add the increase of income resulting from the increase in population which, at the rate of increase during the past years, will be \$32.000. This represents a capital of \$533.333; adding this amount to the

\$1,989.000 we have \$2,521,699, to meet railway liabilities to the amount of\$1.500,-000. Again if the \$63,000 a year be not continued after 1877 we would still have sufficient without drawing on the Crown lands to meet the railway liabilities, and we would only be called to draw upon the Crown lands in the event of the failure of

our just expectations. In reference to Eastern Extension and Western Extension stock, the reduction of \$22,000 for immigration would appear necessary only in the event of a withdrawal of the subsidy of \$63,000, expiring in 1877.

It is not necessary to give to our the question of the Miramichi Valley readers a comparative analysis of the Railway, to refer at any length to its above figures, but we will take the position before the time when it last authoritative statements made in was made a practical subject of disreference to our finances on behalf of cussion among our public men, and of the Government in the Legislature Provincial legislation. It had its at Fredericton, to show that although place among the important Railway the present Attorney General's projects of the Province very soon figures of 1874 have not been fully after the route of the Intercolonial borne out by his own and his succes-Railway was decided upon, and was a sor's financial operations, yet the part of the scheme in which was inpeople are officially assured that there cluded the Grand Southern, the Cenis, perhaps, a better surplus this year tral. St. Martin's and Upham and a than in the rosy-hued railway period when the Provincial Secretary made lot of minor roads-thirteen in number, all told-to aid which the the above financial exhibit. Mem-

Subsidy Act of 1874 was passed. bers of the Government have, this That Act, we may remark, was year, assured the Legislature that we almost as great a surprise to the have a surplus of \$37,303 and that people of the Province as that sprung the \$150,000 still due from the Dominion on account of Eastern Exupon the Legislature early in the present month, which provides tension would be paid almost immea subsidy for seventeen lines of railway, diately. If the Secretary of 1874 a bridge at Fredericton and a Dry estimated upon the Western Exten-Dock at St. John. If the Governsion stock claim of \$300,000 it is fair ment could consistently argue that to include it in the "capital" estisuch aid as they offer in the Act of mate in 1882, so these two last menlast Session ought to be given to tioned items foot up \$450,000, represome of the lines provided for, or senting, at 4% interest, \$18,000 a accepted by the promoters of others, year. To this add, as the Secretary it would be evidence of an honest did in 1874, additional subsidy on indesire on their part to promote the crease of population \$32,000, and the public welfare. Their experience, figures representing our ability to pay however, with the promoters of such Railway subsidies, are as follows :---Surplus 1882. of the lines projected in '74 as were \$37.300 Interest on claims to be paid by even seriously contemplated, and their 18,000 treatment of railway enterprises since Additional subsidy on account of population. 32.000 the elections of 1878-to say nothing of the record of prominent members \$87,300 This surplus, on the plan of the of the Government in connection with the Act of '74-are such as to Secretary in 1874, at 4%, the interest to be paid on the subsidy debentures convince their best friends that the under the act of 1882, would represent last Act, so far at least as the Miraa capital of \$2,183,000, which throws michi Valley and nearly every other line covered by it is concerned, is one the Railway-aiding ability of the of the most flagrant examples of use-Province in 1874, as represented by less and insincere legislation that the present Attorney General, into ever encumbered the statute books of the shade, because the Debentures of that year bear six per cent. inthe Prcvince.

memory still lingers in the recollection the express. I will try to explain this sumed by the Dominion is \$8,176,680, and the amount of the debt, as stated by the of some older people, was consecrated Dominion account, is \$7.680,000, from Bishop of Sion and Vicar Apostolic of which deduct for Eastern Extension \$150, 000, and for Western Extension stock Nova Scotia, July 5th 1818; he died \$300,000-\$450,000-omitting for the pre-1st December, 1820; to him succeeded sent St. Andrews Railway stock, leaving the Rev. William Frazer, Bishop of the debt to stand at \$7,230,000. To this add the amount of hability for the Albert Tanes, in 1825, who was transferred to Railway-\$380,600-and the debt would Arichat in 1844, and in the following stand at \$7,610,000, which deducted from year 1845, Dr. William Walsh was conthe indebtedness assumed by the Dominion. leaves \$566.680. To this add the secrated Bishop of Halifax, and was balance in hand-\$150.000-and the raised to the archiepiscopal dignity in amount of capital represented by the 1852 ; his death occurred Aug. 10, 1858, annual surplus, as above, viz. : \$1,271,666, when Dr. Connolly, then Bishop of St. John, was translated to Halifax. Archbishop Connolly died in 1876; and Dr.

> Hannau, was consecrated his successor on May 20, 1877.

Dr. Hannan, says the Globe, was a was running, would not make steam native of Ireland, and came to this country when quite a young man in 1840, and entered upon the duties of a Professor in St. Mary's College. He entered the ministry in 1845, and from that time until the present, has lived the life of a most active, earnest priest. founding benevolent, charitable, religious and temperance societies, schools and other institutions of learning, and laboring to promote piety and godliness

among the people. As Vicar-General of the Diocese he was constantly at work, and withal lived so humble and retiring a life that on the death of the late Archbishop very few at first thought of him for the Archiepiscopate dignity. But in the choice of names his stood first, and the Pope selected him for the position. In Halifax the office and dignity of Archbishop of the Church of Rome is one of recognized importance and influence, and the late Archbishop by reason of his tact, the fine qualities of his mind, his knowledge of the people among whom he lived, and his pride and interest in all things belonging to

> the whole community as he was loved and respected by his own people. -----

circumstance clearly. I had just got I shall have a few more. nome after doing a hard day's work, and had just taken off my coat, when I beard a knock at the door. I answered that knock and found that it was E. S. Allen. Locomotive Forem n of Truro. He told me that Mr. Hunt had come up on No. 11 train (which is the express), and that Mr. Coleman would not allow him to go through to Moncton, as he was atraid that be would give out on the road. He inquired if Mr. Harvey Smith, another engine driver, was in, as he was wanted to take Mr. Hunt's train from Truro to Monc-

ton. On being told that he was not in. he told me that, as he had no one else to send, I would have to go. I put on my coat, went over to the station and found the train waiting for me. There were two engines coupled to the train Mr. Hugh Tait, with engine No. 56, was ahead. found that engine No 73, the one that I enough to apply the vacuum brake. told my fireman, E. Nelson, and George | effect the reform so much needed.

Turnbull, Hugh Tait's fireman, that if I could get the old trap to Moncton I would not take her out again. On my arrival in Moncton I was ordered to take her out again, but I reported myself sick to the locomotive foreman, as I did not feel well at the time, and I came home to Truro as **bassenger**

On referring to my check book again, find that I ran engine No. 73 on the 14th day of March on train No. 1. I had then with me one of the oldest and best fire. men on the road, Paul Peterson, and I think that it was one of the hardest days that I ever spent on the road. I think that we cleared out our fire and ash-pan four times between Spring Hill and Moncton, a distance of 66 miles. I am certain that if Mr. Peterson were called upon he would certify what I have stated. On my arrival at Moncton, I reported in the engine driver's report book as follows: "Engine No. 73 wants front end examined ; will not steam. Engine is not fit to run in a snow-

They opened the front end, put in one or two bolts-one hour's work : told me would have to go on No. 16 train, with same No. 73 engine. 1 took the engine out of the shed : went over to the train despatcher's office to get my orders. think that train despatcher Brown was on that night. I reported the engine not fit to haul more than eight or nine cars. the city, was as warmly esteemed by The engine since has had no repairs done to her of any consequence. Mr. Hunt on the night of the accident had thirty-seven cars. He had also a green fireman, a

man who, on his own evidence had only

three.

their goods.

fired for fours weeks. I am speaking as

stuck at Shubenacadie, set off into a

siding about one-half of the train that he

had on, poor Geldert would be alive to.

day, the number of widows in Truro

would be less by one and the orphans by

Hunt did not put off some of these cars ?

light here. I am told that Mr. Hunt set

off some cars some time ago, and that Mr.

Coleman fined him ten dollars for so doing.

I know that if engine drivers were allowed

to use their own judgment as regards the

number of cars their engines can haul, or

where to stop and take water and coal.

there would be fewer accidents and more

general satisfaction by far. If Mr. Cole

man would look after his own department.

and see that train despatchers move trains

with better regularity, it would be more

convenient and safe for the people and

Mr. Graham asked Mr. Hunt the ques-

tion : " Is it not an unusual thing to get

believe him there, if it was such an old

trap as the one he had when stuck at

Mr. Graham asks: "The acciden

would not have occurred if the signals had

This is not a question which Mr. Hunt

could answer. I have known several

cases on the Intercolonial Railway where

signals being seen. But if the engine had

been able to have hauled the train the

Shubenacadie, Milford and Grand Lake.

been out ?" The answer was "No."

accident would not have happened.

read to the fireman.

upon at Windsor Junction.

ray's letter is as follows:----

management a few questions :---

3. Why were Hiram Archibald and

had to cut an old iron rail to replace a

mond Station one hour, the yard being so

run the trains? I know myself of instan-

not been shovelled out this winter, so that

9. Why have so many trains been

ed to be 12 or 13 hours on the road from

11. Why are enginedrivers and firemen

12. What caused the smash-up at

Berry's mills, on the Northern division,

but the falling asleep of all the men in

13. Do you think that Conductor Gel-

been tit to have taken charge of numbers

one and two express trains, as he was go-

ing down to do, having to run from Hali-

fax to Amherst and back again, a distance

made to run from 370 to 380 miles with-

out rest, and sometimes without food ?

Why is it that emigrants are allow-

for want of men to run them.

Halifax to Moncton ?

the van ?

of 276 miles?

trains could cross with safety ?

thrown from the track this winter ?

Why are trains detained at Rich-

broken one.

staff

up a distance of 60 miles, owing to his

having a heavy train. He was stuck on

Bedford grade and had to back down, and

needs showing up.

train ?"

stuck ?" Mr. Hunt answered : " No ;

have been stuck with an engine alone."

But what was the reason that Mr.

and by the time they have answered these had signed a receipt to that effect. The following is a copy of receipt :

The management of the Intercolonial Railway being a Government matter the Received from the Commissioners appointed to construct the Intercolonial discussion of it sometimes assumes a party Railway, per the hands of Mr. W. H aspect. Let my readers understand that Stevenson, the sum of three thousand I am not writing of it with any political seven hundred and thirty-eight dollars object or any hope of gain to myself. I am seeking no office or favor. I have

always been in sympathy with the Conservative party. I have resigned my situation on the railway because I feel that my life would not be safe to run under the present management. I am leaving Nova Scotia, as many of my fellow-workmen have done, but, before I go, I wish, in the interests of the public, and, more particularly in the interest of the men on the road, to show up the mismanagement that exists and endeavor to

> JOHN MURRAY, Late Engine Driver, I. C. R.

A Model Libel Suit.

A letter appeared in the ADVANCE of 16th Feb'y last from a Kent correspondent in which reference was made to Mr. Girouard, M. P for Kent County. The letter was not flattering to him and argued that he had been guilty of what lawyers call perjury in his endeavors to secure the office of Councillor for one of Parishes of the County that sent him to Parliament with only 800 votes out of the 3500 on its electoral list. Mr. Tweedie, one of the proprietors of the World, appeared to have become much interested in poor Mr. Girouard's reputation and he sent on two or three occasions from his office a gentleregularly employed man there,

to the editor of the ADVANCE the ' name demanding that our correspondent be disclosed. editor of the ADVANCE wrote Tweedie over a month ago, for the second time, informing him that an answer awaited him and would be given

and nine cents, payment in full for sleepers on sections 9 and 15. (Signed) G. A. GIROUARD. This report silenced him for a while,

but being elected to the House of Commons in 1878, his position to demand was somewhat strengthened. Accordingly be writes under da'e of April 18th 1879, to Sir Charles Tupper, asking for settlement, and says in his letter : need not tell you that I am in great need of that amount just at present."

5th November, 1873.

SIR.-With reference to your letter the 18th April last, transmitting memorial

with contract for supply of sleepers for Sections 9 and 15, Intercolonial Railway, in the years 1871 and 1872. I am to state cannot be admitted. I am, Sir, your obedient servant, F. BRAUN, Secretary. A. GIROUARD, ESQ., M. P.,

witnesses and the most careful inquiry into the whole question, reported

against the claim under date of November 3rd 1879.

who reported favorably.

which was refused.

pretended libel suit.

Sir John Macdonald in the absence

Pacific Railway on that day. He would, however, endeavor to arrange for the resolutions to come up on Thursday. Mr. Casgrain complained that his bill to prevent contract breaking, the consideration of which had been postponed for one month, on motion of Sir H. Langevin, had been placed so far down on the order papers that it was almost impossible that it could come up this session.

Oa motion to go into supply, Mr. Cameron (Huron) moved a lengthy amendment, condemning the action of Govern ment in disallowing the rivers and streams bill. He supported his motion in an at e speech, pointing out that if this principle of interfering with Provincial rights was to be continued it would affect the permanency of the Confederation.

Mr. McCarthy followed on the opposite side

After recess several private bills were advanced a stage.

Mr. Mills drew attention to a paragraph in the Halifax Herald, giving an alleged extract from Plumb's speech, stating that in relation to your claim in connection he (Mills) had been paid \$4,000 for conducting the Ontario boundary case while he was Minister of the Interior. He that after due consideration, the Minister | said this statement and the remarks made of Railways and Canals finds your claims upon it by the editor of the Herald were malicious falsehoods. He had never been in the employ of the Ontario Government after he became a Minister of the Crown. He did not know whether the member for Mr. Girouard still persisted in asking | Niagara had made this statement, as he had not heard the whole of his speech. was next submitted to the offical. Had he seen the report before he would have dented it sooner. His attention had been just called to the matter, and he gave the statement the most unqualified

> Mr. McCarthy then continued his speech in opposition to Mr. Cameron's amendment in connexion with the disallowance of the streams bill. He contended that as the bill interfered with vested rights it was proper to disallow it.

denial

The debate was continued by Messrs. Engineer of the Intercolenial Railway, Guthrie, Haggart, McDonnell and Brecken, Mr. Weldon said this was a question that affected the autonomy of the Dominof the Minister of Raflways, recomion. Parliament had nothing to do with mended to the Council the payment to the merits of the McLaren-Caldwell case Mr. Girouard of the sum of \$2,640. which should be left to the courts. The Here then is a claim, payment of question Parliament had to deal with was how far the Dominion Government (1) By the old government previous should interfere with the rights of Local to their retirement from office in 1873 | Legislatures. He then made an able argument on the constitutional aspect of the (2) By Mr. W.H. Stevenson in charge case, showing interference of the Dominion of railway ties on sections 9 and 15, Government in this matter was wholly unjustifiable. After some further discussion in the committee the report was adopted on a vote of 50 to 110, and the House went into committee of the whole on supply.

Sir Charles Tupper submitted the

claims to the officers of his department, and on the 10th June, 1879, Mr. Girouard was sent the following letter : 10th June, 1879.

Buctouche, N. B. payment for his ties, and the matter sworn arbitrator of the Government. He, after the fullest examination of

This decision did not suit Mr. Girouard, and so he made another demand for payment. This time the matter was referred to Mr. F. Shanly, Chief

5 GROSS James' Dome Lead ; 5 GROSS Anilyne DYES.

G. STOTHART. SHERIFF'S SALE.

For Sale, Low!

To be sold at Public Auction, on THURSDAY, the 30th day of MARCH next, in front of the Post Office, in Chatham, between the hours of 12 noon, and 5 o'clock, p. m.

All the right, title and interest of Phillip Dwyra, in and to all that piece, or lot of land, situate, ly-ing and being in the Parish of Rogerville and County of Northumberland, in what is known as the Collet Settlement, and bounded as follows :-Beginning at a Birch tree, standing on the South-Eastern side of the Collet Settlement Road, at the North-West angle of Lot, No. 73, purchased by Moses Martin, in said Collet Settlement, thence running by the magnet South, 20 degrees, East 80 chains, thence South 89 degrees West, with a rectangular distance of 11 chains and 40 links, thence North 20 degrees, West 67 chains to a Maple tree standing on the South-Eastern side of the aforesaid Settlement Road, and thence along the same North 30 degrees, East 15 chains to the place o beginning-Containing 84 acres, more or less, and distinguished as Lot, No. 72, in said Collet Settlement, as by reference to the Grant thereof, dated the Fifth day of October, A. D., 1881, will more

fully appear. The same having been seized under and by virtue of an Execution issued out of the Northumberland County Court by Nicholas Barden, against the said Phillip Dwyra.

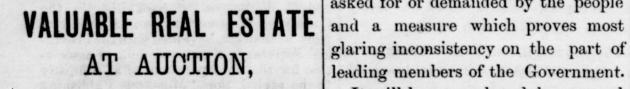
JOHN SHIRREFF,

Sheriff of No rth'ld County Sheriff's Office, Newcastle, 10th Dec., A.D., 188

Probate Notice.

Province of New Brunswick, (County of Northumberland)

To the Sheriff of the County of Northumberland or any Constable within said Councy. Greeting. W HEREAS Mrs. Mary Kerr, William Kerr and Daniel Ferguson, Administrators of the Estate of James Kerr late of Chatham in said County, deceased, have filed an account of their dministration on the said Estate and have prayed that the same may be passed and allowed. You are therefore required to cite the heirs and next of kin of the said deceased. the creditors and Il others interested in his said Estate, to appear before me at a Court of Picbate to be held at my Office, Newcastle, within and for the said County on Wednespay the Tenth day of May next, at eleven o'clock in the forenoon, to attend the passing and allowing of the said account of administra ion on said Estate. Given under my hand Court this third day of April, A. D. 1882. (L. S.) G. B. FRASRR, SAM'L TAOMSON, Judge of Probates, Northumberland Registrar of Probates, For Said County.



of those who have encouraged and \$5,000 a mile. We therefore submit allowed the Government to give us a that, as leader of the Government stone when we are entitled to bread, but we only ask our Miramichi readers to give their attention to the facts as we shall present them, feeling that they can but lead those who read them with unprejudiced minds to the conclusions we have arrived at. So far as the Local Government is concerned, we submit that their Railway Act of 1882 is but a mockery of finances which we have quoted. the people of the Miramichi-an It is, abundantly, evident that Mr.

electioneering device, an Act not

asked for or demanded by the people is not willing to aid it to the extent glaring inconsistency on the part of of the ability of the Province and not leading members of the Government. | willing to accord to it the same

present Provincial Secretary, Hon.

plainly prove the absolute insincerity

A Severe Arraignment,

The Halifax Chronicle of 13th inst.. publishes a letter from Mr. John Murray, late engine driver on the Intercolonial Railway, in which the management of the railway is severely arraigned. He criticizes the evidence I think that I can throw a little more given at the recent inquest on the death of Conductor Geldert, and both from that and from his own knowledge confirms the view heretofore expressed quite freely that it was the result of overworking the officials and letting the rolling stock run down. Mr. Geldert was placed in charge of a train when he was exhausted, and, what is worse, was going to Halifax to take charge of an

express train. He fell asleep at his post. What if he had gone through and taken charge of the outgoing express with its human freight? Is there not enough reason to believe that he would have failed in that more respon-

sible position, and that thus a greater disaster would have occurred? But besides the exhausted state of the conductor the train he was in charge of had other disadvantages. The fireman was a green hand, and the engine (No. 73) was not fit for service. It was an "old trap" Mr. Murray says, and he writes that other engines have been put on the road when they should have been in

the scrap pile. After experience with We are quite sensible of the fact terest. This capital would be No. 73, and after some repairs had that in taking this ground we may sufficient to build 727 miles of Railbeen effected on it, Mr. Murray report-

bring upon us the adverse criticisms | way at \$3,000 a mile or 436 miles at ed that it was not fit to haul more than eight or nine cars. On the unlucky day when poor Geldert was sent to take and a native and professed friend of that train to Halifax this worn-out engine was put on to haul thirty-seven the Miramichi, Hon. J. J. Fraser cars. No wonder the train got "stuck should not have been less liberal in in a hole," and remained there long 1882 than he professed to be in 1874, enough for another one to come upon it when he knew the ability of the and produce a tragedy. That Geldert Province to aid our road was even was overworked and exhausted is begreater this year than when-as Proyond question. Mr. Murray gives instances of the overworking of others. vincial Secretary-he made the en-He himself has worked one hundred couraging statement of the Provincial

and twenty-six hours in a week, an average of 18 hours per day, Sunday included. He has been kept at work for

Fraser has not the real interests of forty-eight hours without sleep. The the Valley Rallway at heart, that he whole service of the Intercolonial seems to have become demoralized. Many of those who are in it have been appointed purely for political reasons, without re-It will be remembered by a good assistance as he gave to roads in other

when he put his request in writing. an engine driver. Had Mr. Hunt, when This lawyer-publisher has not thought. it worth while to trouble us since with messages in reference to the threatened libel suit in behalf of the "injured inno-

cent" Mr. G. A. Girouard, M. P. It may be that Mr. Tweedie was merely "fishing" around this office, in the interest of the newspaper enterprise in which he is engaged. Or, he may who could not fail to know all about have imagined that as soon as he sent the matter

us the message demanding our corres-(3.) By Mr. Brydges, Commissioner pondent's name and threatening a libel of the Intercolonial and the Mackenzie suit we would be "scared" This, to Government

his mind, would drive us in terror to a (4.) By Sir Charles Tupper, Minister lawyer's office and we would have to of Railways. pay a retainer for advice, etc. Well, it (5.) By James Cowan, Official Arbihad no such effect. If Mr. Tweedie trator can play at publisher we can play at But at the instance of Mr. Shanly. lawyer and we think we know enough possibly be increased by the consistent | beds about the libel business to see Mr Tweedie and Mr. Girouard, M. P., all support which he gave his leader in the way across it. The lawyer who Parliament, the claim is recognized and would make demands upon a publisher we had the somewhat suspicious circumand put on formidable "shapes" as Mr stance appearing in the political history Tweedie has done in this matter, and of this Parliament of a Prime Minister then back down when the publisher behanding a cheque for \$2,640 to one came his own lawyer, is not in a position his supporters on the back benches for trains have run past signals without the to be complimented on his pluck or a claim five times reported against, said legal prudence. Much less is his course supporter being, as the Toronto Globe to be admired when he has with him, said at the time, evidently "bought in the matter 'a full-fledged M. P. who like a beast in the shambles." So much

> joint in the political tail of Sir John A. Macdonald. Mr. Tweedie is, of course, well known to our readers, so we need not indicate what kind of gentleman he is, further then to express our surprise that a person of his usual good judg ment does not know better than to in dulge in fishing expeditions around the ADVANCE office. His friend, Girouard, M. P., is one of the needy kind of politicians and became somewhat notorious through a certain \$2,460 transaction, the history of which may be a little in teresting just now. It is as follows :-In the winter of 1871-2, one Girouard contracted with the Department of Public Works for the delivery of a certain number of sleepers or ties for

statement of the case (see Sessional paper 36 d, 1881) was:

art & Co., New York, is to be number-"I was ordered to deliver them ed among the things of the past. Since Bathurst where the railway station now the death of its great founder it is said stands, and I did not raft them very substantially on that account. But after. to have been steadily losing money, wards 1 was ordered to deliver them at under the management of Judge Hilton. Little Rocher, and of course they had to be taken by water. Then a storm oc-..... curred, broke the rafts, and the sleepers THE DOMINION ELECTIONS. -- It now were lost in the Bay.' appears quite probable that the Domin-The number lost was 8,000, which, at ion elections will be brought on soon after the session closes at Ottawa. For this sum Mr. Girouard made sun-In any case we hope the electors will dry demands upon the Government, not be misled by any of the little politibut in vain. In March, 1873 he visitcal rumors set affoat by interested the close season should be. Is believe it ed Ottawa to press his claim, and as it parties in reference to the probable seems by the following letter, would representation of Northumberland in the House of Commons for the noxt viding he could get the approval of the Parliamentary term. We may say that officer in charge of the ties. His letter the friends of our present representative is as follows: are stronger and more numerous than OTTAWA, 30th March, 1873. ever before, and remain firmly deter-My DEAR SIR,-I wish to inform you mined that Northumberland shall not that I am here since last Monday to try again be delivered over to a half-dozen to arrange with the Depaatment of Public political managers with whom the in-Works certain claims I have in relation to come home from West River to Truro on my sleeper contract for section 9. Interterests of the constituency are only a colonial Railway. One claim I have secondary consideration. established is for a certain quantity of ties which I lost in the Bay of Chaleurs, and

public

When the item of salaries and disburse ments of Fishery Overseers and Wardens. \$93,000, was moved a discussion arose on oyster-culture and the Acting Minister admitted that nothing had been done in whose regard for Mr. Girouard might that direction beyond "surveying" oyster

> There was also a discussion respect. ing Lobster fishing brought on by questions put by Sir R. J. Cartwright in reference to the alleged large decrease of lobsters along the coasts of the Maritime Provinces and the threatened extinction of Lobsters altogether in certain localities

Mr. Anglin said, -There is a general impression that there is a falling off, that the fish are diminishing in size, that the fish taken now are not as large, on the average, as they were some years ago. In the for Mr. Tweedie's alleged client and county I represent, there is a large num. ber of packing houses, and in visiting It is possible that Mr. Tweedie's them I have found opinions to vary so paper may again arraign the ADVANCE widely as to the close season that it is im" for violating the impersonality of jourpossible to arrive at a conclusion. Many nalism, because we have exposed this assert positively, there is no such thing as Tweedie-Girouard business. If it take a close season, that the close season for one fish is not the close season for another that view of the matter it will be quite Some assured me that the regulation prewelcome to it. We will promise this. however, that when the publishers of venting fishing in shallow waters would be the most effectual way of preserving the World cease their private annovthe fish-they say that fish in spawning ances of the publisher of the ADVANCE time proceed into the shallow waters. and they will be treated accordingly, and so that if fishing there were prevented it long as they mix themselves up with would be perfectly right to allow fishing public men in public matters we willto go on in the deep waters during the in connection with those matters--place whole of the season : others contradic them in their true position before the that assertion. I am of the opinion that the habits of the fish vary at different places, depending a great deal upon the FALL OF A GREAT HOUSE .- The tides, warmth of water and other influen. great Dry Goods House of A. T. Stew-

ces. Some, again, would like this open season to extend well into the fall. Others allege that even now fish are unfit to be taken in many places during the late portion of the open season, and that the most valuable fishing would be in that is called the close season.

waters become warm, and the fish are

recovering from spawning. All those

statements are made by intelligent men.

and it is difficult to know what is best to

be done. My own impression is there

ought to be a close season, but I have not

been able to make up my mind as to what

should vary in different districto, for in-

stance, on the Atlantic coast where the

water is open all the year, and warm early in

the season, the season may commence

The Coroner asked brakeman Thomas)'Hearn: "Can you read?" The an has the distinguished honor to be a swer was: "Yes." If this question had been asked of the most important witness on this case. I think the answer would have been "No." This inability is probably the reason why the order was not We will now turn to Mr. James Nairn. Mr. Thompson asked : "Do you know anything of the engine on Geldert's Answer : "I formerly drove it, and it was in good condition then. I should say from appearance that it was fully as good as the one I had that morn-Mr. Nairn's statement was correct, as he had engine No. 28, another old trap, that was condemned by Mr. Harvey Smith and other drivers, and an engine that should have been in the scrap-heap instead of running on the road. I would

like to know how long it is since Mr. Nairn has driven engine No. 73, as she was sent down from Moncton to replace the one that fireman Cameron was killed I will now leave the inquest as it would the Intercolonial Railway. His own take too long to show up everything that

On the 29th of March I arrived at Truro rom Richmond at about 11 o'clock, p. m. Mr. Hunt, with engine No. 73, had come up ahead of us. He was ten hours coming

WATER STREET.

I AM commissioned by Captain A. S. Templeton to sell his valuable Freehold, at present occupied by him. The Premises are well adapted for a Drug, Grocery or other Cash Business. An entrance with hallway from the Street to the interior leads to all the apartments therein. The House is Two Stories, with Attic. Also, Woodhouses and Barn in the rear: entrance from Gillispie Street, Foundry Lane. The main House, below stairs. contains HOP, Parlor, Dining Room and Kitchen; above stairs, contains Drawing Room and Bedrooms. Attic, two Bedrooms. For a Private Boarding House, it has no superior. If not disposed of by 1st JUNE, it will on that day be offered at Public Auction, at 12 noon. If intending purchasers desire it. \$600.00 can remain on mortgage. Further particulars can be had on application to the pro-prietor, or to the subscriber.

-ALSO-ALL HIS----

Household Furniture, etc.,

will be disposed of on the same day, commencing at 10 a. m., sharp. But, should the House Proper-ty be sold prior to June 1st, the Furniture Sale will immediately follow, when due notice will be given.

WM. WYSE, Auctioneer. Chatham, 20th Feb., '82.



GARDENERS.

We wish to call your attention to our complet



As usual, our stock is the best and most reliable to be had in the market. We make it a point of always keeping only the first quality of seeds, and will guarantee every package sold.

Flower Seeds.

These are carefully selected. Very choice, com-prising every variety indigenous to the climate. For particulars see our catalogues.

AT REMEMBER THE PLACE.

Newcastle Drug Store. E. Lee Street, - Proprietor Newcastle, April 10, 1882. LANCASHIRE

Insurance Co.

JOHN ELLIS, Esq., has accepted the Agency of the Lancashire Insurance Company for Chatbam and Newcastle, N. B. J. McGREGOR GRANT,

General Agent, Lancashire Insurance Co., St. John, N. B.



THAT well-known Property lately occupied by

many of our readers that the present localities whose claims were not in Attorney-General, Hon. J. J. Fraser, any way so good as those of the Mirahas always professed to have a great michi. We hold that Mr. Fraser, as interest in the Miramichi Valley leader of the Government, has triffed feels that the lives of the men on the

occasions, avowed such interest, one that, as one strong and influential of them being well remembered by public man, to whom we had a right some of our legislative friends, no to look for fair and bona fide treatdoubt-that when the question of ment, he has joined with others in location for the new Parliament offering what is only a political make-

Buildings was before the legislature shift for decision and when he stated the

fact that the Miramichi Railway had greater claims upon the Province than any other then projectedclaims which he said must be recognised. If the Attorney-General had been sincere in thus expressing him-

> self in reference to our Railway, and railway legislation of this year, but if he believed the finances of the Province warranted the Gevernment until next week. After we have in aiding it with an adequate subsidy, done with the legislation and position it is clear that his influence ought to of those leading legislators in the have been exerted in a bona fide way to secure such aid by Act of Assemsighted and selfish has been the spirit bly. The fact that he has expressed his belief in the superior claims of have meddled with the question,

the Valley Railway upon the Province will, we think, not be quespects of the undertaking and preventtioned. That point being established, ing the actual work of construction fact almost anyone, will see that while we shall proceed to show from his for years to come.

Death of the Archbishop of Halifax. With the lamented death of the late Archbishop Connolly of Halifax still his speech delivered in the Legislature very fresh in the memory of the people on 27th March, 1874, Official Report of the Maritime Provinces, and of many of Debates, pages 104 and 105. On the point of the ability of the Protelligence of the decease of his successor, the Most Rev. Michael Hannan D. D. vince to meet the proposed liability which took place at the Archiepiscopal involved in the Bill (Subsidies Act of 1874) he said :---

last at eleven o'clock, from a cold and The income of the Province, at the present time, not including the grant of \$10,-000 from the Dominion for immigration tical jurisdiction of the late Archbishop purpose. I am of the opinion that they purposes, is \$552,000, and the expenditure for 1874 is estimated at \$521,000. From the latter sum deduct charges which, if railways were built, would not be a part of the ordinary expenditure, and other items, not ordinary expenditure, viz : immigration \$22,000 ; steam navigation, now

consequent prostration. The ecclesiasincluded the bishoprics of Halifax, St. John, Chatham, Arichat, and Charlottetown. The Globe says, in all these places, as well as in the United States, and other parts of the world where he

was well known, the mild tempered, earnest, devoted Archbishop was greatly beloved. Dr. Hannan was the third I ran engine No 73. Mr. Hunt will prob-

gard to fitness for their duties. The on his arrival at Truro that night he was pretty well worn out, as he had run from good men are disgusted and anxious to Truro to Halifax that same morning, makget away. Mr. Murray tells us that he

ing in all 122 miles that day. If both Mr. has resigned his situation and is going Hunt and Mr. Geldert had been allowed to go home and to bed and fresh men had to seek a home elsewhere, because he been put in their places the accident would not have occurred. Railway. He has, on a good many with our just Railway claims and road are not safe under present manage-The concluding portion of Mr. Mur-

Milford.

A portion of his letter -- that referring to Geldert's train and the condition of

the engine, etc., is as follows :--Mr. Hunt, Engine Driver, in his evi-

dence savs :-

"I left Truro on Wednesday night with Mr. Geldert's special at 11.40. I was stuck at Shuben-We intended, in this week's artiacadie a little while, having a heavy train. I was dred and twenty-six hours in a week. stuck again this side of Milford Station; then 1 forty-eight hours without sleep, and then cle, to to refer to the position of the got to Einsdaleall right, then I got the fireman to reported for refusing duty on Sabbath clean out the fire, got in water, and oiled the engines to go ahead. I left there and next got morning? Mr. Wedderburn, on this railway stuck at Grand Lake. I got into a hole there, and r a time could not make any headway, nor get question, to further and still more

John Pollock, brakemen, not allowed to Well, I think that Mr. Hunt is not the the 25th of March, after reporting themonly one that has been stuck in a hole. selves not fit for duty, having then worked and mockery of the Government's think that if they do not get some new a whole week, with only twelve hours' and more suitable officers, the whole Gov-

ernment at Ottawa will be stuck in a hole must reserve that part of the subject and they will have to send for our old and on the Pictou road get up at 12 o'clock at efficient chief, Mr. C. J. Brydges, to pull night when he hears a train passing his them out. Can Mr. Hunt explain this : house, and listen till he hears her blowing According to the book of rules, Conductor for the station past his section, and then Geldert should have sent a man back with thank God that she got over his section a red signal at Shubenacadie, to protect safely ? matter, we will show how short- his train there. He would have to send Why are the section men at Dor-5. another one out on the same errand at chester not supplied with some new rails He would have had to go back to put in? I was told by one of them the with which certain Miramichi men himself at Grand Lake to protect his other day that they have got none since train. Then who would have been left to the change of Government. They have

attend the van brake and to assist Mr. with the result of injuring the pros- | Hunt out of the hole? "Oh," the officials will say, "he could have brought his men in again," but practical railroad men, in these men are coming into their train, another train running in the same direction

might overtake them, for it does not take long for a train, running at the rate of twenty miles an hour, to overtake a man walking. A juryman asked the question. "What was the cause of your stopping ?" The answer was, "I had a heavy train, and the track was slippery." Mr. Hunt. when he answered that question, was placed in very peculiar circumstances. I others in Canada and abroad, comes in- have been in the same place myself with Conductor Berry on a case where a man was killed by our train at Hampton, in the summer of 1879. There was a party sent there then to "watch the case in the interests of the Intercolonial Railway,' and I observe that the same party has been at the two investigations that have lately been held at Halifax for the same are there to "kill two birds with one stone," not only to watch the case in the interest of the railway, but to watch the men also. Mr. Hunt might have said that he had too much train, a poor engine,

poor coal (if it was that generally used), and a green fireman. Now, I will tell you a few things I know about engine No. 73. On referring to my "driver's check book." I find that

33 cents per tie, amounted to \$2,640.

Now, before I close, I wish to ask the 1. Why are trains allowed to run at no have no difficulty in getting it paid progreater speed than ten miles an hour on the Pictou Railway? Is it not because the road is known to be in a bad state? Why are men made to run one hun-

which you know yourself I have sustained Why does a certain section foreman that great loss. If I had your certificate, stating it was understood I would be paid for them, I have no doubt but I would succeed in getting something from the Government. It would be merely an easy thing for you to do, and it would be a

great help to me, as you know I lost so much in those transactions, so I sincerely hope you will be kind enough as to give me a help. I have no hesitation that if you consent to send me your certificate there would be no trouble for me to be paid. I often spoke to you about it, and, if you recollect, you said I would be paid for them. All that I want from you is merely a written acknowledgment of your tishing vessels and the improvement of the blocked up that they can neither get in having consented at the time that I was nor out, owing to the inefficiency of the entitled to be paid for them, that is, for

the loss of those sleepers in the bay, and Why are not some of those good you can rest assured you will not be men who are leaving the country hired to troubled at all about it. The Minister states that if I had some written agree ces where trains have had to be cancelled ment or certificate from you, that I am entitled to get a certain sum or be paid 8. Why have Debert and other sidings for them.

The Department would pay without any hesitation whatsoever : I have good influenced men working here for me. Therefore I hope you will send me a letter with certificate to that effect. I enclose you a memorandum of my account made against Department for those sleepers lost, and you will see how much you will help me. Please wire Monday morning if you

are mailing those documents, and on my return shall call and see you without fail. Yours respectfully. G. A. GIROUARD.

To this letter Mr. Stevenson replied dert (if he had not been killed) would have as follows

> MONTREAL, 2nd April. 1873. Letter of 13th received ; cannot give certificate you ask for. W. H. STEVENSON.

Subsequently the matter was refer-14. Why does Sir Charles Tupper, in the house at Ottawa, praise the management red to Mr. C. J. Brydges, Commissioner of the Intercolonial Railway and tell the

Ottawa News.

Several petitions were presented or Thursday of last week, praying that measures be taken to prevent the running of railway trains on Sunday.

Sir Leonard Tilley moved that the House do resolve itself into a committee of the who'e to consider the resolution. "That it is expedient that an annual grant of \$150, -000 be made to aid in the development of the sea fisheries and the encouragement of the building and fifting out of improved condition of the fishermen."

In reply to Mr. Flynn Sir Leonard said he would make a full statement as to the manner in which the money would be distributed, on Tuesday next.

Messrs. Blake and Anglin urged that this was the proper time to make explanations; the object of moving a resolution before the bill was introduced was that explanations as to the nature of the bill

m ght be made. Sir John Macdonald contended that this was not the proper time to explain the to the same effect.

Mr. Costigan said he had not yet moved his Irish sympathy resolutions as an be set aside by the Government for their

......

much earlier than in the Gulf of St. Lawrence where the waters are ice-bound up to a very late period and the water remains, after the ice disappears, so cold that the fish is of very inconsiderable value from the advanced period of the spring. It would, therefore, be unfair to make the close season there open at as early a period as on the Atlantic coast .--I made representations on this subject some years ago, and it was owing to that, I believe, that the change was made in the law. I had the honor of submitting to the Minister the representations of a number of persons engaged in fishing in my county, and I presume others made similar representations and that our combine d efforts led to the change in the clause with respect to the fishing in that locality .--There is very little room to doubt that the season varies in different localities and that the habits of the fish vary as the

temperature varies from different causes. Unfortunately, for the last year or two, our fisheries have been very unprofitable, because the market has been overstocked Mr. Killam of Yarmouth N. S. proposed from 10th July to last of Angust as a close season on the Atlantic coast and in

the Bay of Fundy.

Mr. Ogden argued that from 1st Aug. to 1st of April in the next year, was the proper close season and that the present regulations were about right. He read a letter from the Portland Packing Company

Mr. Robertson of Shelburne, N. S., said the present Orders were passed to a stat the price of lobsters in the London maramendment to the motion to go into sup- ket. He said,-If the fishery inspectors ply, as he still had hopes that an arrange- would carry out the regulations, to fine ment might be made by which they could heavily lobster packers who destroyed be taken up in some other manner. He small and female fish, an act of justice knew it was hopeless to expect that they would be done to the fishermen. He had, could be reached in the ordinary course of however, given up all hope of Nova Scotia business, and he asked that Tuesday next fishermen receiving justice at the hands of the Government, so long as the influence of the lobster packers is so great. We

Sir John Macdonald said he would not will see what is the result of the lobster

residence, Halifax, on Monday forenoon

\$19.000. reduced by \$12,000 ; county survevs \$2,300 ; excess of vote for general elections \$5,000; loan to the agricultural board for stock \$4,000 ; making in all

Ir. Wm. Hartt, and better known as

own utterances that he believed the Province able to subsidise the road to the extent of at least \$5,000 a mile. To do this we refer back to

