to lapse. Why did not these gentlemen go on and build the line themselves? Why, sir, they never made the first move. My hon. friend says the Court decided the second Company had no existence; but this company which was decided by an ex parte statement of the judge to have no existence was really the only company that has been in existence for three or four years, and the President even, of that company, was the man who came up here and at whose instance I got a requisition signed by two thirds of the New Bruns wick members in this House, asking for this subsidy for these very men. Before he came, though, I had applied on my own behalf, knowing what the County wanted, for this road to be built as a branch. My hon, friend has not taken the trouble I have taken to get a subsidy for a railway through Northumberland The only interest I have ever seen him take in the County is to thwart its interests. There has not been the slightest chance of either of the companies doing the work, because the district is divided, and I felt it was my duty to endeavor to get it through, even if I had to shorten the distance, for I would rather have four miles as a branch than fifty miles built by these private companies, the possibility is

Nusquam Tuta Fides.

There once was a sly M. P. P.-Sing heigho, allanadee-Who had a desire, In fact, did aspire To be a full-fledged M. L. C. This aspiring, sly M. P. P.— Sing heigho, allanadee— Soon awoke to the notion, That to get his promotion, He must capture a bad M. E. C.

with their enterprise.

But it happen'd, unfortunate-lee— Sing heigho, allanadee— That this sly M. P. P. And the bad M. E. C. Could never together agree For this sly—this astute M. P. P.— Sing heigho, allanadee— For his country and creed Had declared he would bleed, To defeat that same bad M. E. C.

But this cunning and bad M. E. C. — Sing heigho, allanadee— Knew his colleague would, quick, Sell himself to Old Nick To become a full-fledged M. L. C. He,s now a full-fledged M. L. C.— Sing heigho, allanadee— But, to be one we know That he jumped Jimmy Crow, And sold out to the arch ene-mee.

He's forsaken old friends by the score, And he fawns and he squirms, And for friendship he yearns With the men whom he hated before

But these men, when they knew that they him, With themselves at a table they sat him,— While champagne made them higher, An M. P. he did wire Bout a "grab combination" in Chatham.

Laughed and danced in demoniac glee, And he flourished the paper With many a caper, Which he'd got from the sly M. L. C.

To the Commons next went this M. P .-Sing heigho, allanadee—
And that telegram read,
Like a man with "great head,"
As you all in the Hansard may see. Now this wriggling, old, M. L. C. Is chagrined o'er the great expose Which the bad M. P. P.,

Who was once M. E. C., Worked on him through that astute M. I Politicians of every degree, If from tarnish you'd keep yourselves free,

emember that men Have contempt for you when You are turncoats like that M. L. C. England Shaken by an Earthquake!

CHIMNEYS FALL! BELLS RING!! BUSI NESS SUSPENDED!!! A press telegram brings the intelli-

gence of an earthquake of an alarming character in England on Tuesday morning, 22nd inst. The despatch is as fol- acquitted, and returned here Friday It was felt in the eastern counties the

localities in Essex and Suffolk being the scenes of the greatest disturbance. At Ipswich, the capital of Suffolk county, the shock was so severe that the -World. walls of houses were perceptibly shaken, plates were rattled and bells rung. People have been thrown into such a state of consternation that business is for the time suspended. The shock was still more severe at Colchester in Essex. The concussion lasted half a minute. The first symptom was a deep rumbling sound portentous and awe-mspiring. This was speedily followed by a quaking and shaking of all buildings. Church bells sounded as though rung by unseen hands. Tall chimney stacks of factories crashed in ruius to the earth and other lofty structures were destroyed. The spire of one of the largest churches in the city, 150 feet in height, fell with an awful crash to the ground. In one part of the city fire was caused by the shock. It is impossible to estimate the amount of damage, but it is known to be great. In private houses the greatest confusion prevailed. Tables were overturned, chairs swayed and nodded and fell sprawling upon the floor. China and glassware in cupboards and side boards rattled together and were frequently shattered, while pictures and other ornaments upon the Trazer. walls were loosened from their fastenings and fell to the floor. People were terror-stricken. Men, women and children rushed shrieking into the streets, where their agonized cries and

pale faces made a most impressive scene. At Chelmsford, likewise in Essex and only about 30 miles from London, the shock was also severe and people were filled with terror and dismay. At South End, a watering place near

the mouth of the Thames, the earth | trembled for miles around, the windows of many dwellings were broken, chimneys were dashed to the earth and crockery and glassware were smashed. At Shoeburyness, a few miles beyond felt. It was als, perceptible at Bury | thick. St. Edmunds, while at Maldon, ten miles east of Chelmsford, the town hall and private houses were swayed several times. The wave passed from

south to north. The Globe says that the shock was felt in the Strand, London, A business employes were affected and rushed into the streets.

The duration of the shock at Ipswich is estimated at three seconds. The earthquake has caused a general feeling of alarm and insecurity throughout England.

PARLIAMENT was prorogued on last Friday afternoon. The session will be a memorable one in many ways, but chiefly because public money was voted away at the rate of about a million and a half a day for every day of its dura-

tion. LITTELL'S LIVING AGE. The numbers ary life and thought in France, and about fortnight in French Cochin China and Cambodgia, and a sequel to "rich men's dwellings," National Review; Abraham Hayward, fortnightly; the life of Lord Lytton, Blackwood: Richard Doyle, painter and humorist, Month; a social study of our oldest colony, Macmillan; Greek brigand and village superstition, Gentleman's Magazine; Frederick Denison Maurice, and Charles Stuart Calverly, Spectator; Papal poets, Saturday Review: the axioms of cometry, and the mechanical theory of magnetism, Nature; Italy after the resumption, Economist; Greek fire. knowledge; with instalments of "the baby's grandmother," "beauty and the beast," "a renegade" and "Valentine's

day" and poetry. The number for April 5th begins the For fifty-two numbers of sixty-four For fifty-two numbers of sixty-four large pages each (or more than 3,300 and supported by pitch pine stanchions. Portage River. The reduction of the islation on the subject is precisely what it journalistic capacity, as well as personally 100 bbls No. 1 Caraquet Herrings, pages a year) the subscription price (\$8) On one side there will be two cabins, is low; while for \$10.50 the publishers situated on each side of the paddle-boxes. \$3,000 a mile, seemed to be a "wet teration has yet been made in the contract prove, though you may, and do assert offer to send any one of the American One of these will be 9x5 and the other 13 blanket" on the project, and when it be- with The

Miramichi and the North Shore, etc.

JERRY COHAN and party arrived town yesterday and were giving a first-rate performance in Masonic Hall last night.

THE FRESHET in the Southwest caused a break in the Southwest Boom on Tuesday night and the loss of about 400,000 feet

LARGE STOCK. - Messrs. J. S. Maclean

&Co's spring stock is advertised in an other column. No house in the trade i better or more favorably known. DRIFT.—Quite a number of last year's logs went adrift with the Southwest ice last week. They are said to have

belonged to a lot which were in charge

of the Driving Company last fall. THE NORTHWEST ice still holds on Over 1000 logs are reported adrift in that so remote of the campanies going through river, but it is expected that most of them will be saved as the clear water

below will admit of their being picked THE ICE ran out of the river past Chatham last Thursday and there was clear water opposite the town on Friday. The lower portion of the river, however,

with it as far as the eye can reach. SCHOOLS. - The Semi-annual examination of the Schools of No. 1 District will take place as follows. -

is still full of ice, and the bay is jammed

Monday forenoon-Miss Alexander's afternoon-Miss Duffy's. Tuesday forenoon-Miss Benson's. " afternoon-Miss Williston's. Wednesday forenoon-Mr. Palmer's. Parents and the public, generally, are invited to attend.

THE TAVERNIER Company, who appeared in Masonic Halls, Chatham and Newcastle, during the past week, is composed of the best artists that have ever visited the Miramichi. They were well patronized, which, at this season of the year, dramatic companies by Miramichi people. It was, however, the excellence of the company that drew good houses. We are glad to learn that they are to return again in the latter part of June.

PERSONAL. - Rev. W. J. Tait of Sackville conducted the services in the Methodist Church, Chatham, on Sunday last, for Rev. Mr. Chapman, who, we regret to state, is yet too ill to discharge his ministerial duties.

J. B. Snowball, Esq. who was one of the passengers from England by the Polynesian, which arrived at Halifax on Tuesday afternoon, was expected home on Tuesday night. but. accounts, was detained at Amherst on account of an extensive wash-out on the I. C. R.

CAPT. HEATER'S CASE. - Three or four weeks ago officers from Dorchester came here and arrested Capt. Heater, late of the sch. Clara J. Wilbur, on a charge of embezzlement of the schooner's earnings. They took him to Dorchester, and he was tried on the charge, and also on a charge of forgery, it being alleged that he altered or defaced a bill. He was honorably evening. He has instructed his attorney to begin an action against the prosecutor, T. B. Wilbur of Dorchester, for false imprisonment and defamation of character.

The New Chatham Ferry Boat.

One of the best boats yet built in Chatham is that at present on the stocks and nearly ready for launching in the Miramichi Foundry Company's building yard. and intended to take the place of the Teazer in the Ferry route between Chatham and the opposite side of the river. contract for the steamer plete, is made between Capt. Thos. Haviland, the veteran ferry master, and the Foundry Company. The hull however is survey of 1875, under Mr. Buck, embraced built under sub-contract, by Messrs. Peter Loggie and Wm. Sinclair, Mr. sinclair having charge of construction and Mr. Loggie of the joiner work.

The general dimensions of the boat are, 81 feet from transom to transom. 20 feet beam-32 feet from guard to 6 feet hold amidships, with a 20 incl

These dimensions show that the new boat is about one third larger than the

The keel is of birch and is 9x7 inches: keelsons 9x9. The bilge keelsons are 9x7 and there are outside bilge-keels corres. ponding with the bilge keelsons. The keels and keelsons are all of juniper and the keelsons and keels in centre and at the bilges are all through-bolted with gal-

The planking from the keel to the gunwale of juniper all 2 inches thick. The garboard strake is 3 in. thick and rebated into the keel. The ceiling is of South End, the shock was distinctly juniper throughout and is two inches

The beams are of juniper 7x8, the two principal ones, however, are 9x9 and form the ends of the paddle-boxes. The hull is subsidy of \$5,000 per mile, to build the strengthened outside by hanging knees opposite every other beam which are bolted through all work and fastened house it asserts rocked so much that with clinch rings. The stringers, into which the beams are let down, are respectively 4x10 and 3x10, the heaviest one on the inside. These are bolted through and through, the bolts passing through the timber heads and being secured by clinch

> The guard which is of juniper 8x7 inches, extends from transom to transon on each side and is checked into the ends of the beams. This has also a ribbonguard of beech 6x5 inches, which is protected by an iron plate about 4 in. wide

The hull is further strengthened by a hog-frame extending over nearly the whole boat to within about three feet of of the Living Age for the weeks ending each end. The bow of the hog frame is April 12th and 19th, contain contempor- supported by seven 6x7 in. staunchions on each side of the boat, the staunchions old and dew novels, Contemporary; a being let down between the planking and sheathing, with shoulders on the stringers and through-fastened. The bows are composed of four strakes of juniper each fastened at the ends into the hull-timbers. At each staunchion there is a juniper knee extending fore and aft along the bow and down the side and thoroughly fastened. There is a strain-rod, running on iron chairs about two ft. apart, over the top of each bow securely fastened at each end through ceiling, timbers and planking. Iron rods also pass from the ends of the paddle-box beams over the hog-frame,

supporting the strain of the shaft. Living Age for a year, both postpaid.

Living Age for a year, both postpaid.

Littell & Co., Boston, are the publishers.

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Littell & Co., Boston, are the publishers.

greater part of its length, 11 ft. wide. from being applied to the South matched and beaded sheathing.

The paddle wheels will be 10 ft. in diameter and 4 ft. 6 wide. The engine number of railroads were being proof the Teazer has been rebuilt and remodelled for the new boat and a new nished by the Foundry.

class in every respect.

the builders' contract the boat is to be Mr. Blake and others, as follows, :ready for delivery, in running order on 10th May, and as the launch is to take place on Saturday or Monday there is every probability that the contractors will be up to time. Capt. Haviland, who has always been deservedly popular. has shown commendable enterprise in providing so fine a boat and will, now, be able to accommodate his numerous patrons better than ever.

Provincial Appointments. In the County of Kent-Thomas M. Gueguen, John Hutchison, Jude Feagan, Damien A. Bourgeois, George E. Coutes, Francois Gallant, Beverley S. Smith, Cyprien Dionne, Magloire A. Girouard. L. W. McAnn, Odilon M. Cormier. Augustin Viger, Samuel H. Gallagher, Joseph Degrass, Reuben Arsenault. Charles Gallant, and Patrick Connaugh. ton to be Justices of the Peace. Francois O. Richard, to be a Free Grants Commis-

sioner for Acadieville. In the County of Northumberland William Russell, jr., Hugh Cameron, Edward Sinclair, Charles J. Thomson, Joseph King, Reuben S. Cormier, James Anderson, (Burnt Church.) William Loggie, (New Jersey,) Alexander G. Williston, James F. Wilson, and Thomas Laurie, to be Justices of the Peace. Joseph Williston to be Commissioner under the Labor Act for the Parish of Hardwicke. Isaie Savoy to be Commissioner under Free Grants Act for the Settlement of St. Joseph. John Maltby, to be Vendor of Liquors under the Scott Act at Newcas-

In the County of Gloucester. - Docity F. Burke and Edward Chaisson, to be Justices of the Peace.

[From the St. John Telegraph.] THE MIRAMICHI VALLEY RAILWAY. A Letter Sent to Hon. Peter Mitchell.

THE HISTORY OF THE ENTERPRISE RE VIEWED AND MR. MITCHELL'S ERROR EXPOSED.

CHATHAM, N. B., April 12. Hon. Peter Mitchell, Ottawa

Dear Sir : As an elector of Northumberland who cheerfully contributed to your return as the representative of the County, without opposition, in 1882, and as one who at that time received from you the assurance that you would, thenceforward, represent all sections of the County justly, I claim the right to express to you the disappointment I have-in common with a very large proportion of your constituents-experienced over your course in the matter of the Miramichi Valley Railway. No one knows better than you do the intention of the original promoters of that railway in respect to its route and deep water terminus. You know that it was projected to run via Nelson Parish to Chatham-that for ten years, from the time the Act of Incorporation was passed, in 1872, until 1882, no Miramichi terminus was provided for in said Act, but the Town of Chatham. You know that 1874, when the Subsidy Act was passed, giving the Valley and other proposed roads \$5,000 a mile, a terminus in Nelson was provided for with the option of Derby, also-the Chatham Branch Railway being then projected and the Nelson terminus being intended to complete the junction with the Chatham road and thus virtually make the terminus in Chatham. You must be aware, also, of the fact that the lines on both sides of the Southwest as far up as Bartholmew River. You may not know, but it is, nevertheless, true that Mr. Gibson, who was so often spoken of by the so-called "Miramichi Valley Railway Company" as the capitalist whose co-operation was desired in the

work, could not be induced to take hold of it, because he always objected to the Derby route, which Messrs. Call, Adams, Park and others in Newcastle favored. It to divert the road from the route which nature and its projectors intended it should follow, that prevented capitalists they asserted that they had one or more Americans of means associated with them. Local Government for a contract, under the Subsidy Act of 1874, they failed to secure it, simply because they could show only a stock list (like many others, got up for the purpose of starting railway balls rolling) and a desire to obtain control of the Local Subsidy Act, but the Local Governproposed subsidy. They could not even secure a guarantee from the Dominion Government for the loan of old rails, and it was their inability to satisfy the Government that they were able, even with the road that led to their being refused the and others in St. John, where they are contract. Had they, at any time, propos- stated to have failed in showing that they ed to build the road as the Act under were in a position to enter into a contract which they professed to be incorporated and, finally, said they were willing to reprovided they should build it-had they | tire from the field, claiming that the connot proposed to build it, in fact, by a tract with the Company must be made so

have been little difficulty in securing the necessary capital. In 1882, then, the alleged Company Northern and Western Railway Company was as far as ever from being in a posi- to build a railway from Derby Station via tion to build. In that year Mr. Michael Valley of the Miramichi to St. Mary's, self has for years been, and still is, Adams, being then a member of the Gov. subject to any alterations as to route Legislature disposed to assist him in his ture, thereafter. schemes, had the Northern and Western Railway Company's Act amended, and, tions to begin its road as soon as spring that the Company might build to the obligations entered into. parish of Derby or the parish of Southesk,

2x6 in. fitted closely together and securely | ing Nelson and Chatham out altogether. | tion. struck at Nelson and Chatham in the rail- counter petitions from the ratepayers of ceipt of yours of 16th inst., in which you way matter. It was Mr. Adams who the County, 75 per cent. of whom favored refer to my letter of 12th inst. as "coming first diverted the railway from the route the Company's views and asked the Leg- from one whose hostility and unfairness' by which it was to benefit two-thirds of islature to restore the provision by which to you "has for years been and still is. his constituents, who arbitrarily and un- a deep water terminus might be secured in his correspondence, marked in no fairly used the position our people placed at Chatham, to the Subsidy Act, as it was ordinary manner," and have to say that him in to deprive them of the benefits of a | in the Act of 1874. road which they had always been taught The Legislature, some three weeks and unfairness to me, in your utterances was especially designed to be the local since, passed a bill by which the Govern- in Parliament, while I have only defended road of Northumberland and a most im- ment is authorized to allow the Company myself against you. From the time of The deck is of princess pine 4x3 in. The portant factor in promoting the welfare of to build from a point on the Intercolonial your unopposed return in 1882 up to the rail is of juniper, 21 ft. high from the deck the people from Ludlow to Escuminac and in the parish of Nelson, so that while leg- present, I have treated you—in my

of ever seeing the road built.

vided for by the Dominion Government, you succeeded in securing a provision for boiler with flue and return tubes is fur- 32 miles of the Valley Railway. But, like Mr. Adams, you seemed to be dis-Mr. Coker, Dominion Inspector of posed to shut Chatham out, for the res-Hulls has made a thorough examination olutions, as proposed by Sir Charles Tupof the boat and pronounces her first per, in his notice of motion, provided that the line should start from the Inter-Mr. J. M. Ruddock, Mechanical Supt. | colonial "above Wilson's Point." We, in of the Foundry, is the designer and Chatham, observed this and telegraphed draughtsman of the whole work. Under Sir Charles, Sir Leonard Tilley, yourself,

To secure construction Miramichi Valley Railway as contemplated by promoters and Govern. ment with least delay, location between McLaggan's and Intercolonial should be left free as possible through available lands on either side Miramichi River, so as to meet views of the people of the different parishes -route, when decided on by Company, to be subject to approval of Dominion Government. This would fuse interests at present conflicting and lead to immediate united action by whole County. This is reasonable and can perjudice no section of County.

The above telegram was signed by lead-

ing citizens of Chatham, and it reached ttawa on the afternoon of the day the resolutions relating to the subsidy were to come up. Sir Leonard, yourself and others, replied that the request made was a reasonable one and would be complied with. It was complied with. The resolution was so altered as to make the subsidy apply to "a point on the Intercolonial near the Miramichi," as the Chatham out from participation in the branch downwards to Derby Station of by Mr. Snowball, and encouraged the principally interested. belief that you were disposed to treat all What the representations made familiar phrase, your stock went upyou were gaining friends.

ing of the Dominion subsidy bill before of the directors of the alleged Valley Railway Company. These gentlemen instructed Mr. Park, M. P. P., to go to Fredericton and ascertain on what terms the contract to build the road could be obtained from the Local Government. He went to Fredericton, and the gentlemen who sent him-or several of themwaited for some time in expectation of his fulfilling a portion of his instructions. viz. to report back to them as to the result of his mission. It transpired, however, that Mr. Park learned from the Attorney-General that the company he represented was not in a position to ask for a contract, because its "stockholders" had failed to comply with the provision of their Act, which required them to pay up \$20,000 of their subscribed stock. It was known that Mr. Gibson was desirous of joining in the undertaking, provided the road by the south, or Nelson route, was determined upon, and "company" joined with him, and, with other gentlemen of Chatham, Nelson, Newcastle, Fredericton, etc., subscribed some \$200,000 stock, paid up the \$20,000 required by law, and advertised a meeting

Five days after these gentlemen paid up their \$20,000, Messrs. Call, Adams, Whitney and others also paid up \$20,000, and advertised an organization meeting for the same day as Mr. Gibson and his associates had advertised for, and the same hour. This action seemed so obstructive in its design that the Company applied to the Supreme Court in Equity for an injunction to prevent Mr. Call and his associates from proceeding with organization, and obtained it, the papers being served about the time the meeting was held, but, as alleged, too late to prevent organization. Meantime, the organization of the com pany was duly effected at Fredericton,

and Mr. Gibson was made president. With a promptness and enterprise which inspired confidence in them among the people, the Company employed Mr. Maxwell, C. E., who, with an efficient as it had stood in the Act of 1874.

The surveys being finished the Company applied for a contract, under the ment did not at once award the contract, as they said it would be only fair to hear what the representatives of the "old company" had to say. In response to a notice from the Government Messrs. M. Adams and W. Park met the Attorney-General route for which their Act gave them no as to oblige the latter to build from Derby

authority-it is known that there would Station In a day or two after, the contract was the Northern and Western road. entered into between the Crown and the

provision being still left in it for construct the Company intended to seek legislation who have addressed me upon the subtion via Nelson, or to Chatham. He, also, by which the junction could be made with ject. I am, etc. assisted by Mr. Davidson, had the provi- the I. C. R. on the south side of the river sion in the Subsidy Act, passed that ses- in Nelson instead of in Derby, Mr. Adams sion, so framed as to make it apply and Mr. Park induced the Municipal to Derby and Southesk only-leav- Council to petition against such legisla-

Thus the first legislative blow was This was followed by the getting up of

The cabins will be neatly finished with Nelson route, the people gave up the hope the disabilities it would be subject to were moting the work—you have so wantonly In May last, however, when a large proceed to at least one of the towns of the river without being obliged to wait the convenience of those controlling another

> It may be urged that the I. C. R. authorities would be disposed to give the Valley Co. every facility for its traffic, but when we consider the attitude they have assumed towards the Chatham Branch, which is one of their best feeders -when they will not even allow I C. R. tickets to be sold at Chatham Stationwe ought not to be unprepared for similar treatment for a line terminating between their two important and costly bridges. But, grant that they would give traffic over the road every facility, would it make any appreciable difference to Newcastle whether the cars, or freight, or passengers for that place ran over five in stead of three miles of I. C. R. rails?

You must remember that with the subsidies available when the Company sought their contract, no capitalists had been found willing to embark in the enterprise by the northern or Derby route. It was principally Chatham men who had taken the matter up and, very properly joined with Mr. Gibson, who would only favor the road, as originally projected-to Chatham via Nelson. I have no doubt that, had the enterprise been aided by larger subsidies, the Company would have been prepared to not only bridge the river at junction of the Valley Railway with that | Millerton and run by the Derby side from road. Thus, the effort inspired from New- that place upwards to Bartholomew, but, castle to shut Nelson and (consequently) also, if deemed necessary, to build a benefits of the Dominion subsidy, was frust the I. C. R.; and had you and your trated, and Chatham stood an equal friends shown a disposition to do anything chance, on its merits, with Newcastle. but crush the Company, there would have This changed the feelings of many who been no difficulty-in view of the Dominhad suffered from your prejudices against ion Government's willingness to liberally Chatham while you were the represen- aid the project-in the Company meeting tative of the County, prior to your defeat the best understood views of all parties

sections of the county fairly. To use a yourself and others in the selfish Newcastle interest may have been we, in Chatham have no means of knowing. That But little time elapsed after the pass- you have done your worst against us the unanimous belief of your former best a meeting was held in Newcastle by some | friends here, in common with those who were opposed to you, and, up to the present writing. (Saturday night) some who were waiting for your explanations, and waited in vain, have concluded you have none to give that will satisfy your Coun-

Knowing something of the fertile resources of experienced politicians I anticipate an attempt, on your part, to delude us with the hope that after the branch to Indiantown is built you will secure for us the subsidy for the south side route, but that illusion will not mislead us. know that we had a Dominion subsidy already provided for the road, to apply to either side—as available for the south as the north side—and that you have been | 150 Kegs Bi-carb Soda, instrumental in having it taken from us. We know that the Company which, today, has a contract with the Crown to build the Valley Railway from the I. C. R. to Fredericton, starting from Derby siding, has been-as you and your friends doubtless hope-crippled by the Dominion's attempt to wrest the ground from them and leave their \$80,000 investment almost a dead loss on their hands. know that neither any member of company, nor any of your numerous friends interested in the road, by the south side, were consulted for a moment. and that you kept your attack upon their vested rights and interests a secret until the rules of Parliament forced a knowledge of them before the people, when was too late for the Government to learn the true position of affairs- too late for us to dispel fabrications placed before them at Ottawa by meeting you face to face, man fashion.

In this whole business you have represented, not this County, but the selfish and envious interests of a small coterie in Newcastle. You deprive the people of a railway which would accommodate the whole length of your County, in order to vent your spite upon Chatham, and you attempt to provide a branch within the limits of one of the smallest parishes, to please a covey of political cormorants in Newcastle, who could not maintain their corps of assistants, made a thorough sur- prestige for a month unaided by public vey of both sides of the river as far up as | money and patronage, which they receive, a point just above Bartholemew River. exclusively, and with injustice to your was the determination of these gentlemen | The result of this survey went to show other supporters, equally loyal, in the that the route from Derby Station to Bar- County. In the whole business, however, tholemew, keeping the north side all the you have overreached yourself. Your way was, by far the most expensive to designs will miscarry. Even at this early from joining with them, and, although build over, so they determined—as the stage I predict that you have not crushed Dominion subsidy applied to the south as the Company nor defeated its plans. You well as the north side route-to build by have simply shown us that, as regards it is a fact that when they applied to the the former, provided the Local Govern- Chatham, you have always been "willing ment would assent to the restoration of to wound, but afraid to strike," until you the provision therefor to the Subsidy Act, thought you had an opportunity to do so

with deadly effect. Truly yours, D. G. SMITH. When the above letter went to the Telegraph for publication it was sent without the name or initials of the writer attached, but as the editor of that paper appended the initials. "D. G. S.." to it we add the writer's full name instead, so that the letter now appears just as it was sent to Mr. Mitchell.

MR. MITCHELL'S REPLY. The following reply from Mr. Mitchell shows his ability to misrepresent the OTTAWA, 16th April, 1884.

writer, as he has our railway interests :-SIR,-I am in receipt of your letter of 12th inst., in reference to the matter of the Derby Branch, and the subsidy to

It's unfair and discourteous treatment of the subject referred to, coming from one whose hostility and unfairness to myhis correspondence, marked in no ordinernment, and having a majority in the which might be authorized by the Legisla. | ary manner-even though he may be as he asserts-an elector of the County-The Company, at once, made prepara- has no claim upon me to give him any explanation of my acts, and I decline to for the first time, it was therein enacted came. Rails were purchased and other do it, and more especially as I have fully dealt with the subject in my reply Meantime, it having been stated that to the committee of Chatham gentlemen P. MITCHELL. To Mr. D. G. Smith, Chatham, Mir-

> MR. SMITH'S REPLY. CHATHAM, N. B., April 21st., '84. Hon. P. Mitchell, Ottawa :-

DEAR SIR,-I beg to acknowledge reit is you who have shown the hostility

the contrary.

the Valley Railway of its being free from | been and are earnestly engaged in proit to have its junction with the I. C. R. sought to crush their enterprise, and. between the Miramichi bridges, instead of with it, the hopes of a large majority of at Chatham Junction, where trains might your constituents, that I am forced to the conclusion that you are the enemy of Northumberland, and, as such, deserve to be plainly informed of, at least, one of its electors' belief in the matter. The committee of Chatham gentlemen

to whom you refer have, at my request, shown me your letter to them, and have seen mine of 12th to you, and they have assured me that my letter embodies, not toward all parties, and we authorise the only their sentiments, but those of the Company to use this certificate, with facwhole County, excepting the parties at Newcastle, and the few interested paradvertisements." ties who are working with them and

Respecting "explanation of your acts" I asked for none, for I know you have none which, with all your boldness and experience, you dare offer to me. Truly yours, D. G. SMITH.

DIED.

At Chatham, on the 17th inst., of congestion of the lungs, Jennie Taylor, aged 2 years and 3 months, youngest daughter of Shepherd and Mary

[New York papers please copy.] New Advertisements. Wanted Immediately TWO SERVANTS, 13, 1884—168th Monthly Drawing. CAPITAL PRIZE, \$75,000. FOR HOUSEWORK. HIGH WAGES, Apply to

HOUSEMAID

Miss HUTCHSON, - Douglastown.

WANTED, in a Family of Three Adults, a Apply at the "ADVANCE" OFFICE.

A class in Standard 1. will be formed at Miss Alexander's School in District No. 1 on the 1st. standard except at the beginning of the year. No Permits to be had from

Chatham, 19th April, 1884.

have now COMPLETED OUR SPRING STOCK of **Groceries & Provisions** And are almost Daily Receiving New importation by Steamers from London, Liverpool, and by Vessels from West Indies, consisting in part of :

400 Puncheons, Tierces & Bbls. Choice Demerara Cienfuges and British Island Molasses. 850 Hlf. Chests Very Superior and Lewer Grades

Imperial Black Tobacco. Boxes and Caddies Napoleon, Mahogany, Hiawatha, Birds Eye, Golden Leaf, Pilot and Also - TWO GRADE BULL,

60 Cases Pickles, (Mixed.) 200 do. Prime Mess do.

50 Cases Colman's Mustard in Tlns and Tidfoil, 120 Boxes Spices of All Kinds, 100 doz. Buckets and Hf. do 50 Boxes Scotch Pipes, 80 do. Canadian do., 400 Boxes, Mfs. and Qrs. London Layer Raisins, 50 Bbls. and Cases Chrrants,

IN STOCK. J. S. MACLEAN & CO., JERUSALEM WAREHOUSE. - - HALIFAX

And Other Articles usually kept

That well known Business Stand lately occupied by John Bell Jr., situate on the corner of Water and Henderson Streets. Possession given 1st May.

To Lease for a Term of Years

M. A. McCULLEY Снатнам, 22nd. April, 1884. Sheriff's Sale.

granted to George Roy, and Alexander Gilliss, hereby give notice that any person or persons To be Sold at PUBLIC AUCTION on SATURfound trespassing on any part of the said lots, by cutting or hauling away fence poles, or firewood DAY the 2nd. Day of AUGUST, Next, in front of etc., or by running lines across the said lots hacking and destroying the wood, or by cutting and destroying trees of the rear line of the said block of land; will be dealt with as the law directs. Alexander Forrest, of, in and to all and singular those several Pieces, Parcels, or Lots of This Block of Land was resurveyed correctly several years ago by the Original Survey, by the Chatham and County of Northumberland and Grant bearing date, 1798, in the reign of King George the third. It is bounded as follows :-All that certain Lot of Land situate, lying and Beginning at a marked cedar tree standing on or being in the Parish and County aforesaid, frontnear the southerly bank or shore of Miramichi ing on the Miramichi River and bounded on the River aforesaid, at the northwesterly corner or bounds of the lot number twenty, granted to John Balton in the grant to James McCombe apper or Westerly side by lands owned by John Forrest, in Rear, by granted Lands Fronting on Napan River, on the lower or Easterly side, by lands owned by the said John Forrest, and on the and associates, thence running by the Magnetic needle along the westerly line, of the said lot one hundred and fifteen chains, of four poles each; thence South seventy-nine degrees and thirty minutes west, sixty-two chains, or until it meets the westerly line of lot number twentylated the 25th. April. 1854, containing 100 acres four in this tract; thence along the said westerly line of lot number twenty-four, North ALSO: All that other piece or parcel of Land twenty-two degrees West, until it meets the Southerly bank or shore of Miramichi River : South side of the Queen's Highway on Wellington thence along the said bank or shore of said

the lines of the said Lot such distance as will make TEN ACRES, embracing in the distance one half of the width of the said John Forrest Lot of Land, being the piece or parcel of land bequeathed to the late Robert Forrest by his father the late John Forrest, deceased, by Will dated the 7th day of May, A, D., 1852 ALSO: All that other piece or parcel of Land situate, lying, and being in the Parish and Counby aforesaid, known as part of Let Number 17, fronting on the South side of Miramichi River, which part thereof is bounded as follows, viz:-Commencing on the upper or Westerly side line of the said Lot at the South side of the Brook called and known as Black Brook, which runs across the said Lot, thence Easterly, or down stream following the said brook to the lower side line of the said Lot, thence Southerly along the Easterly side line of the said Lot to the rear thereof, thence Westerly along the said rear line 60 Rods or to the upper side line of the said Lot. thence Northerly along the upper side line of the said Lot, thence Northerly along the upper side line of the said Lot to the South side of Black Brook aforesaid, being the place of beginning, containing 30 Acres more or less, and being that part of No. 17 conveyed by Alex. McFarlane deceased, to Robert Forrest deceased by Hood detect the Cornect deceased by Hood detect deceased by Hood Forrest deceased, by Used dated the 6th. day of December, A. D., 1836.

umberland County Court against the said Alex-ander Forrest at the suit of Thomas F. Gilleapie, John Sadler, and Daniel Crimmen. JOHN SHIRREFF. Sheriff of Northumberland County. Sheriff's Office, Newcastle, 21st. April, A. D. '84

The same having been seized by me under and by virtue of an Execution issued out of the North-

TEACHER WANTED WANTED to teach French and English

Teacher Wanted. A SECOND Class Female Teacher is wanted for District No. 4, Blackville, to begin May DAVID COUGHLAN, DAVID SULLIVAN, Trustees.

MOSES HARRIS.

50 bbls. Paraffine Oil. E. A. STRANG,

HERRINGS! HERRINGS!

50 half do do FOR SALE LOW

R. BAIN.

CAPITAL PRIZE, \$75,000. TO ickets only \$5. Shares in proportion

imiles of our signatures attached, in its

Incorporated in 1868 for 25 years by the Legis-

ature for Educational and Charitable purposes-with a Capital of \$1,000,000—to which a reserve

By an overwhelming popular vote its franchise

was made a part of the present State Constitution adopted December 2d A. D. 1879.

The only Lottery ever voted on and endorsed by the

It never scales or postpones.

A SPLENDID OPPORTUNITY TO WIN A FORTUNE. FIFTH GRAND DRAWING, CLASS E, IN THE ACADEMY OF MUSIC, NEW ORLEANS, TUESDAY, MAY

00,000 Tickets at Five Dollars Each.

APPROXIMATION PRIZES.

Application for rates to Clubs should be made

only to the Office of the Company in New Orleans.

For further information write clearly, giving full address. Make P. O. Money Orders payable

New Orleans National Bank.

New Orleans, La.

POSTAL NOTES and ordinary letters
by Mail or Express (all sums of \$5 and upwards by

607 Seventh St., Washington, D. C.

A YRSHIRE BULL, "Prince William," registered N. B., H. B., 212; calved 23rd

Full particulars with Pedigree given on ap-

to the said estate, are hereby requested to make

Notice to Trespassers.

The undersigned, owners of the block of land on the South side of Miramichi River, originally

river, following its several courses down stream,

until it meets the bounds first mentioned, or a line running North twenty-two degrees West therefrom -the above described tract being

divided into four lots or plantations, as aforesaid, numbered from number twenty-one to

number twenty-four, inclusive; whose respective

marks, numbers, contents, fronts, or breadths,

and division lines are expressed and described

Dated at Chatham this 14th day of April, 1884.

WANTED.

A KITCHEN MAID.

DIAMOND

JUST RECEIVED DIRECT

20 GROSS

OF THE

Celebrated Diamond Dyes,

In the following Colors:

BLACK, BROWN, SEAL BROWN, CARDINAL, CRIMSON, BLUE, DARK BLUE, NAVY BLUE, GREEN, DARK GREEN, SCARLET, YELLOW, ORANGE, MAGENTA, GARNET, MAROON,

which we can sell to storekeepers at

Regular Wholesale Rates.

THEREBY SAVING FREIGHT.

J. D. B. F. MACKENZIE.

The "Medical Hall."

MRS. SNOWBALL

DUDLEY PERLEY, SR.

AMOS PERLEY, WILLIAM WALLS,

on the plan annexed to the grant.
ASA PERLEY

immediate payment to him.

tating Salary.

Rogersville, March 28th, 1884.

CHATHAM, April 2nd, 1884.

To All whom it may concern:

April, 1883. White an't brown, spotted.

one year old.
J. B. SNOWBALL.

FOR SALE!

M. A Dauphin, New Orleans, La.

9 Approximation Prizes of \$750 ...

express at our expense) to

or M. A. Dauphin.

25,000

4,500 2,250

Its Grand Single Number Drawings

fund of over \$550,000 has since been added.

cople of any State.

PRIZES

take place monthly.

Jeannegur



the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings them-Sick Headache and relieve all the troubles inclselves, and that the same are conducted dent to a bilious state of the system, such as Diz-ziness, Nausea, Drowsiness, Distress after eating. Pain in the Side, &c. While their most remarkwith honesty, fairness, and in good faith

able success has been shown in curing

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

nately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

Is the bane of so many lives that here is where we make our great boast. Our pills cure it while Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for \$1. Sold by druggists everywhere, or sent by mail. CARTER MEDICINE CO.,

New York City.

The Subscriber begs to return his sincere thanks to his numerous friends on the Miramichi for their kind patronage during the past ten years. He is about to make some changes in his business, to effect which it will be necessary to settle accounts up to the present time. He, therefore, gives notice to all indebted to him that their accounts will be left open for settlement until THURSDAY, 10th APRIL, after which they will placed in an attorney's hands for collection. He also requests all who have accounts against him to present the same for payment on or before the above named date.

Chatham, March 25th. 1883. JAMAICA!

TOARRIVE VERY FINE OLD RUM!

IN PUNCHEONS AND QUARTERS, **CROP OF 1880.**

PERSONALLY SELECTED IN YRSHIRE BULL, "Prince Napoleon," registered N. B., H. B. 211; calved April

JAMAICA BY OUR MR. T. W. BELL Can be shipped to order from St. John or Hali-T. WILLIAM BELL &Co.

ST. JOHN, Apl. 3rd. 84.

A First or Second Class Teacher is Wanted for school on May 1st. Apply, stating salary, to

A LL PERSONS having claims against the estate of Donald Buckley, Merchant, late of logersville, deceased, are hereby requested to pre-**HERRING!** sent the same duly attested to the undersigned Executor at his office in the parish of Rogersville within Three Months. And All Persons indebted HERRING!!

> 50 barrels Labrador.at - - \$5 00 JAMES HARNETT. Miscou, - - - 4 00

E. A. STRANG. Teacher Wanted. A Second Class Female Teacher to take charge f School on 1st May, 1884, in District No. 62,

parish of Chatham. Apply to James Edgar, Sec., Trustees { DAVID McLEAN, ARCHIBALD JARDINE, JAMES EDGAR. On Hand and to arrive from London 100 HALF CHESTS TEA.

> E. A. STRANG, - Chatham. **Professional Notice.** The PARTNERSHIP here ofore existing under the name of Drs. J. S. & J. B. BENSON, is, this

Each of the undersigned will be found at his

J. S. BENSON, M. R. C. S. Eng. J. B. BENSON, M. D. C. M. CHATHAM, 1st-April, 1884.

day, dissolved by mutual consent

respective residence as usual

FOR SALE. ONE 8 H. P. ENGINE & BOILER PUMP AND CONNECTIONS, ready to set

in motion. JOHN FLETT. Nelson, March 18, 1884. 413

TEACHER WANTED. A Second Class Male Teacher to take charge of Advanced Department on 1st May in District No. 3, Black Brook, parish of Chatham, Northumberland; apply at once, stating Salary, to F. W. RUSSELL,

BLACK BROOK, 31st March, 1884 NOTICE:

A LL: PERSONS having any claims against the undersigned will please render the same for payment and all persons indebted, will please make payment within the next three months. RICHARD HUTCHISON. Douglastown, 21st Jan., 1884.

OATS! OATS!!

E. A. Strang, Chatham

STOCK READY MIXED PAINTS.

OILS, TURPENTINES,

VARNISHES, ALABASTINE,

London & Paris Whiting, White & Common Glue,

Scrub, Shoe, Stove, White-wash, Window, Paint and Varnish BRUSHES

For Sale Low. G. STOTHART.

500 BARRELS Extra Quality, Wood Burnt

CORK LIME. FOR SALE LOW.

GEO. WATT: CNATHAM, April 2, '84.