nal corporation was sustained by this cause they said: We do not intend to vote. What will be the result of the change the terminus. It may be best to present proposition? It will be that an- | go between the two branches of the river. other road will be built parallel to this but surely, the Government said, you will road, and as stated by the hon. member for East York, it is a direct contravention of the policy of the Minister of Rullways | the Local Government was to make the to build competing lines of railways along. | company build the road between the two side of each other. He is now actually going to build these two roads in competition, though I believe the claim of the in habitants of the southern portion of the county is as much entitled to consideration as those on the north, as the farmers and the lumbermen there are as poor as those on the other side of the river. The telegram which has been forwarded to the hon. member for West Durham and myself is signed, I believe, by a large number of gentleman supporting the present Government, among them being Mr. Muirhead, Mr. Gillespie, one of the mem- favour of the north side, by a vote of bers of the Local Government, and also a nineteen to seven. supporter of my hon. friend, and a number of others. But this is not a question of party politics. The matter was decid- counties, far better than the county couned in good faith and by a large majority cil, and after discussion, and after hearin the Legislature, and after having entered into a contract and gone to a great deal of expense, for I find by this telegram that the rails have actually been purchased, it into this local question, though I must seems to me that they would now have a say I think rather harsh justice, if not just ground of complaint if that subsidy were withdrawn and the Government should undertake to build a branch line parallel with the other road and competing with it, thus destroying the usefulness of both roads. It seems to me that these he talks about injustice. They have not parties have a right to be heard; they have the shadow of a ground of complaint, a right to complain that the subsidy upon when it was distinctly provided by the which they reorganized the company and entered into engagements with the Local Council, and that an agreement for the Government should now be withdrawn, and that the Government should grant in such specifications as we should require; \$140,000 for a line of fifteen miles, when they undertook to build for the \$102,000, have never asked to make an agreement which was granted last year, a road 32 that would entitle them to the subsidy. miles in length.

MR. MITCHELL. I omitted to state to the House that the subsidy granted last year was supplementary to the Local Gov. Local Government in granting that sub sidy was to bring that railway to the Parish of Southesk, which is on the north side of the river. I do not wish to intro duce politics into this question, but we know that a change of Government took place; and the hon. gentleman must know that the men who are taking this course are those who opposed my hon. friend, Mr. Gregory, doing all they could to defeat the one and to secure the return of the other. Now, with regard to the unfairness of this matter, I may say that last | branch of the Intercolonial Railway that year it was the misfortune of the Conservatives of New Brunswick to have a change of Government, and when this Government came in, without giving any opportunity of competition, they entered into a contract with Mr. Snowball, Mr. Gibson, and Mr. Muirhead, to build it on the north side of the river, in accordance with the Subsidy Act. That is what they did, and they did not strike a blow, and they did not put a shovel in the earth, and I do not believe -notwithstanding these telegrams-that they bought a ton of rails. They have a subsidy upon 40 miles on the other end of the line, so I do not think there is any at the end of the line originally subsidized great hardship. When the Government | and running parallel to it and which obvicame in which is hostile to the present Government, they altered the subsidy and transferred it to the south side the river. These are facts which the hon, gentleman cannot dispute, and if he does dispute them, I know that there is an hon, gentleman in my eye who is pre pared to corroborate what I state.

MR. LANDRY (Kent). I do not wish to enter into the dispute between these two parties, one of whom contends that the north side of the river is the better place for the railway, and the other that the south side is, not knowing which would be preferable to a majority of the people. But it may be well to state that the act of the Local Legislature, needed in 1882 was passed, and the line that was subsidized was this:

"A line of railway from the city Fredericton or the parish of St. Mary's, in the county of York, passing through the counties of York and Northumberland, to the subsidy granted to the other end is some point on the Intercolonial Railway, part. either in the parish of Derby or the parish of South Esk, in the said county of Northumberland, and thence, if ad visable, to Beaubear's Point, so called."

the Committee to this fact-that these words bring the terminus of railway between the two rivers, which is contrary to the statement in these telegrams. That was the law adopted by the Legislature of New Brunswick in 1882. Then, I believe, two companies were incorporated one of which obtained authority to build a line starting from the town of Chatham, having no subsidy; the other starting from this subsidy. Then there arcce a rivalry between the two companies; and what amount of litigation there was, or what the result was, I am not prepared to state.

there was only one company—that which was organized by Mr. Gibson and Mr. Muirhead.

the hon, gentleman's statement, that the company organized by Mr Gibson, which is the same company that bought these rails and entered into these arrangements. was the company recognized by law. What did that company do ? Last summer, while this subsidy Act was in operation, which provided that the line should go between the two branches of the Miramichi, they entered into a contract for the purpose of building that road; and what sort of a contract did they enter into? I think I can safely assert that the contract was in accordance with the terms of this subsidy, and provided that the road was to go between the two branches of the river and not the south side, contrary to what they represent now in these telegrams. If that was their contract, why should they make a contract for 6000 tons of rails for a railway in another place. I know that, within the last month, the Local Government obtained a vote from the Legislature, authorizing them, if they thought proper, to change the terminus to the south side of ters" near the outer entrance of the the river.

MR. WELDON, The original Act, passed in 1872, provided that the road should go from Cape Sable, on a March night about to the town of Chatham; and the ques. twenty years ago. These three steamers tion arose in the last Session of the Legis- two wooden and one iron-belonged to lature whether the Act of Incorporation or the old Montreal Ocean Steamship the terminus should be changed. That Company which has since merged inwas the contest in the lower House at | to the Allan Line, if we mistake not. Fredericton, and by a vote of 25 to 8 the The writer remembers the Indian Queen, House decided that they would not alter Humboldt and Hungarian wrecks very the Act of Incoporation, but altered the well, having visited the two last mention-

terminus. of this Session, as it has not yet been amity should have escaped the notice of printed; but my opinion is, that all the the newspaper chronicles to the extent it Legislature did was to make it optional has done. as to whether the Local Government should apply the subsidy to the road did they get that majority? Why, be- | your money on the large packs.

give us the privilege of making it optional where to apply the money. But what I want to show is, that the Act of branches of the river. I think it was only fore 6 p. m. right that I should explain this to the Committee, in order that they might understand the true nature of the contract

Mr. MITCHELL. I wish to say one word more, by way of explanation. The hon. gentleman has spoken of a division that took place in the Legislature of New Brunswick. I will speak of a division which took place in the county Council in January last, when this question was rife before the people. In the county council, with twenty-six members present, representing every division in the county, when the question came up where the line should be, a decision was given in

MR. WELDON. The Local Legislature are supposed to understand what is the best policy to be adopted for the two ing everybody interested, the Legislature decided in favour of the contention of those who sent this telegram.

MR. BLAKE. I do not intend to enter injustice, has been done to this company. I desire to know if there is such a company as the Miramichi Valley Company SIR CHARLES TUPPER. I think the hon, gentleman is laboring under an entire misapprehension as to the relations of this company to the Government, when Statute and the location of the road should be approved by the Governor in construction of the road should be made and yet, down to this moment, they have never approached the Government, and So that they have no claim to speak of injustice, or to raise the question of good | does. or bad faith at all. In the next place, they have no ground of complaint, if they purchased the rails, when we are sub-

ernment subsidy, and that the Act of the | sidizing the same road to a greater extent than before. And if they are prepared to make such an agreement as the Governthem to this subsidy, all they have to do is to send their rails there and lay them. I am sorry that this controversy has my hon. friend, it is quite obvious that they are the parties who are changing the line from the place where it was to be built, according to the contract made with the Local Government, and for Temple, and supported his opponent, Mr. | which the subsidy was originally intended. I think the Resolution is a good one. We have given a larger subsidy for a longer portion of the same railway, and

we propose at the same time to operate a

will meet the wants and requirements of MR. BLAKE. I cannot agree with the hon. gentleman. I do not know what the company did or did not do; but I presume they had still time to do what was necessary to be done, on application to this Government; yet, without a moment's notice, the Government alter this arrangement, which seems to me to be a course which is not defensible. I remain of that opinion. I do not apprehend that the hon. gentleman is correct either, in his other view that this arrangement, as a whole, is equally advantageous, and for this reason. Besides the hon gentleman is doing much more than transferring the subsidy. He is proposing to construct, at the public expense, a railway ously must very seriously interfere with the commercial prospects of the line as a

SIR CHARLES TUPPER. On the contrary, it will help it very much, because we

that much nearer to it. MR. BLAKE. That is assuming they will only construct a portion of the enterprise; that is assuming they do not go A. Joh to either Chatham or Newcastle, but to corder. a point where the hon, gentleman will strike his branch from the Intercolonial Railway. What I rose, however, to ask. was what is the Miramichi Valley Railway Company. There is no such corpor-

MR. MITCHELL. The road was always Northern and North-Western Railway Company, and it is still generally known stated this will be a rival road, running Telegraph says,parallel to the other road, but not a foot of that other road has been built, and this is subsidised to run on the line of which MR. BLAKE. I am glad to know that

the road is called the Northern and North-MR. WELDON. The subsidy last year was to the Northern and North-Western

Now, I want to draw the attention of Railway Company. MR. MITCHELL. If the hon, member for York, on whose application the subsidy was granted, has given a wrong name, that can be easily corrected. SIR CHARLES TUPPER. I propose to

> Company" for the "Miramichi Valley Railway Company." Paragraph, as amended, agreed to.

### A Sad Record

The loss of the steamer Daniel Steinmann at Sambro has suggested the idea of press reference to other steamship losses on the Atlantic coast of Nova Scotia Mr. WELDON. The court decided that The following paragraph appears in

many of the papers,-On the first of April, 1873, just eleven years ago, the ill-fated White Star liner. Mr. LANDRY. I am willing to accept Atlantic, went ashore at Meagher's head. about five miles west of the scene of the present disaster, when 575 lives were lost -one of the most frightful disasters that ever occurred at sea. There have been numerous disasters along the coast since. The loss of the Atlantic; the Inman liner City of Washington, at Port le Bear; the Valetta, near Lockeport; the Boston City; the Moravian, at Mud Island; the Cedar Grove, at Torbay; the Scud, at Lunen. burg; the Dacian, at Jeddore; the State of Virginia, at Sable Island-will all recall painful recollections to the minds of our readers. But the loss of life by the wreck of the Daniel Steinmann is greater than that of any oth er vessel on our coast

To the above might be added the loss of the steamer Indian Queen, some thirty years ago, only a few miles eastward of Halifax Harbor, followed by that of the Humboldt, which struck the "Blind Sis Harbor; also the Hungarian which made following musical selections were well a watery grave for 207 souls, four miles ed as they lay where they grounded, and MR. LANDRY. I have not seen the Act | it seems singular that the Hungarian cal-

It is said by reliable persons that Sherigoing between the two branches of the dan's Cavalry Condition Powders fed spar-

#### Business Notice.

The ADVANCE office is open for business from 8 a. m. until 6 p. m. every week-day. It is not open for delivery of papers in the evening. Town and local country subscribers will, therefore, please call for their papers at the delivery window be-

ADVERTISEMENTS. The insertion of advertisements can only be insured each week by their reaching the office before 6 p. m. on Tuesdays.

### Miramichi and the North Shore, etc.

MIRAMICHI COUNCIL, No 441, Royal Arcanum is to have a specially interesting meeting tomorrow evening and al members are requested to be present.

JERRY COHAN'S Hibernian and Hazlie and Howard's Star Specialty Company are to appear at Mascnic Hall, Chatham on Wednesday evening next. Mr. Cohan is a great favourite here and the organization under his direction is said to be a first class one.

To RETIRE.—It is stated that J. Woodford Smith, Deputy Provincial Secretary, will shortly retire from that office on account of ill health and that he will be succeeded by R. W. L. Tibbitts, M. P. P. for Victoria. Mr. Smith has done faithful service to the public and will be succeeded by an efficient and worthy young

BITTER. - There is a great display of animosity on the part of the Monctor Times towards the Transcript-or rather towards the editor of the Transcript. If the two editors were rivals in a more tender respect than as journalists the Times man could not display his jealousy in a more noticeable and bitter way than he

CAPT. HEATER. -Schr. "Clara J. Wilbur" sailed from Dorchester a few days ago for Grand Ance to load piling for New York. Capt. McHaffey will leave her to take a new one now being completed in a Sackville shipvard by Mr. Egan for him. Capt. Jas. B. Doherty arisen; but after the statement made by | will, it is said, take command of the "Clara J. Wilbur." Capt. Heater, who was formerly a master of this vessel, is now lying in jail-charged with embezzlement and forgery .- Globe of 10th.

THISTLE CURLING CLUB. - At the annua meeting of the Thistle Curling Club the following officers were elected :-

Alex. Miller, president : R. Barnes, vice-president; E. L. Whittaker, secretary : T. N. Robertson, treasurer : D. Macrae, chaplain;

Club. - Telegraph.

Committee of management-James Knox, B. Hevenor, Edward Sears, jr, James Alex. Miller and Andrew Malcolm. representatives to the Royal Caledonia

INTERCOLONIAL CLAIMS. - The commissioners appointed to report upon claims arising out of the construction of the Intercolonial Railway have submitted a report upon fifty-four claims. The aggregate amount of the claims was \$4,146,207, and the aggregate amount allowed \$148,-705, divided as follows: Alex. McDonell &Co., \$64,167; Duncan McDonald, \$31,540 Starr & DeWolf, \$3,077; Nelson & Mc-Gaw, \$18,130: McBean & Roberts, \$3,055; are bringing the Intercolonial Railway Donald Frazer, \$5,847: M. Murphy, \$8,-927; A Jones, \$10,354; T. Turgeon, \$1,500; J. M. Blaikie, \$1,126; A. Matte, \$297: A. Johnson & Co., \$506.—Halifax Re-

### The Stage.

The Tavernier Dramatic Company are to appear in Masonic Hall, Chatham, tomorrow evening and also on Saturday called the Miramichi Valley Railway evening. The play for to-morrow evening Company, until it was altered to the is the "Mighty Dollar" which the Company produced at St. John on Monday by the former name. My hon, friend has evening last. Of the performance the

The Tavernier Company were greeted last night by a large and enthusiastic audience, and the performance was in nearly every respect satisfactory. Miss Van Cortland has a strong hold on the sympathy of a St. John audience, and her bright, spirited acting richly merits it. Her whole evening's work in The Mighty Dollar was enjoyable; she never let the interest in herself, and her sayings and doings flag for a single moment. Her "Freuch" was capital and her worry over "Libby Dear" mirth-provoking in the extreme. Miss Newman, as Mrs. Dart, managed her somewhat monotonons role fairly well. Miss Warren did some capiamend that resolution by substituting tal by play as Libby Dear and was amus- \$1,379,000. ing throughout, if at times a little inclined to overdo her part. Miss Perry's idea of Blanche Mossthorne's role was well conceived and very well carried out. Mr. Tavernier gave an extravagant representation of a Congressman, with a maximum of shrewd mother-wit and a minimum of conscience. He convulsed the House with laughter at will, and was as fresh in his fun at the end as at the beginning. We might remind him that even slight suggestions of profanity can always be avoided with advantage to the actor and satisfaction to the audience. Mr. Byers made a good Col. Dart, and Mr. Fessler, as Roland Vance, the journalist, was very satisfactory. Mr. Campbell created a great deal of amusement as Charley He overdrew the character of course, but then he meant to do so. The same may be said of Mr. Baylev's Lord Cairngorn, which role was capitally filled. The other members of the company acquitted themselves satisfactorily. The Mighty Dollar is a play in which a great deal of nonsense is mixed up with of nonsense is mixed up with exaggerated politics and erratic lovemaking. It is full of fun, though without much plot. As presented by this company,

it is well worth seeing.

Easter Services in St. Mary's Chapel. The Easter services in St. Mary's Chapel were of an unusually enjoyable and interesting character, and large congregations were present on such occasion. since the Atlantic. It is a greater At the early celebration of the Holy calamity than the loss of the City of Communion at 7.30 a. m., there were Columbus a few months ago, on Devil's forty communicants, being a large increase over any previous Easter Communion. Hymn 131, A. and M. was heartily sung before the service, by a full chofr, which also rendered the Kyrie Eleison, Sanctus, and Gloria in Excelsis in a thorough manner. At 9.30 a. m. there was morning prayer and service by the Rector. The

> sung by the choir .-Easter Anthem, Christ our Passover, 34 Hutchins. Te Deum, Jackson. Benedictus, 425, Hutchins, At the 6.30 p. m. Service a large con-

gregation assembled, and the bright, hearty character of the service was much remarked upon. The choir again did their part well rendering the following selections. Proper Psalms 118 and 119, Hutchins.

Magnificat, 143, Hutchins. Nunc Dimittis, 133, Do.

died" &c. Hymns, 134 and 135 A and M.

were adorned. Several pots of beautiful Primroses and other plants, and a Calla telegraphed us late last night what we Lily upon the Font were greatly admir- think will be found to be the effect of the

At St. Paul's, the state of the travelling | telegraphic columns. was unfavourable to a large attendance. The service was at 11.30 a.m and consisted of Morning Prayer, Holy Communion and Sermon by the Rector. The choir rendered the musical parts very heartily and the number of Communicants

was comparatively good. The special offerings at the services morning's papers, give little encourageamounted to \$21 63.

said at St. Paul's at 9.30. a.m. after which the Parishioners proceeded to the transaction of Parish business. The ensuing year.

Geo. Burchill and R. Carman Esqrs., Capt. John Brown, Chas. Sargeant, J. P. Burchill, M. P. P., S. Habberley, D. G. Smith, F. E. Winslow, W. B. Howard, G. A. Blair, Theops. DesBrisay, M. Moss, its effect and it is stated on the best of Dr. J. B. Benson, Vestry-men.

D. G. Smith, Vestry Clerk. S. Habberley and W. B. Howard Esqrs, Hon. Judge Wilkinson, G. A. Blair, Esq. Delegates to Diocesan Synod.

## Geo. Burchill and Chas. Sargeant Esqrs.

Obituary.

Of the demise of the St. John evening News the Telegraph says,-The familiar columns of the St. John Evening News will no longer appear upon our table. It has been obliged to succumb to adverse circumstances. For Mr. Willis. who for several years has struggled manfully to establish his business upon the strong foundation upon which it was before the fire, everybody will feel the warmest sympathy. It has not been for lack of labor on his part that the News

While we cheerfully bear testimony to the industry and perseverance of Mr. Willis and sincerely regret that he obliged to give up publishing the News, and while that paper will be much missed many old-and we may say oldfashioned-newspaper readers in the Province, it is proper that some one should rise above post mortem sentimentality and say that the News died because it lacked vertebra, or, was of the derma class of ournalistic vertebrates. It was strong only in its power of enduring changes of political complexion and constant only in inconstancy to its political loves. In its earlier days it was respected because it was ably managed and guided by a firm hand, but Mr. Willis fell into the error of veering its politics after the successive changes of Dominion and Local Governments, and it is not, therefore, to be wondered at that, from its friends "not knowing where to find it," politically, they are obliged to regret, for several reasons, that it has passed away and left with them the certainty the newspapers and periodicals of all that they will never, hereafter, find it at all. We attend the funeral of the News as a sincere mourner, but, even over its bier, must not, in recalling the virtues of

its vigorous early life, forget to touch upon the causes-the malady-by which it was carried off. In addition to its uncertainty in matters of political principle our deceased friend's editorial columns, often reminded us of Carey's lines-Go call a coach, and let a coach be called.

### And in his calling let him nothing call But Coach! Coach! O for a coach, ye gods! Piling Up the Debt.

A New York Herald Ottawa despatch of 10th inst says .--

The sequel to the lavish manner in which the government has voted public money this session is found in the resolution, of which the Finance Minister gives notice to night, by which he will ask Parliament on Saturday to authorize him to raise by loan £5,000,000 during the present year. Last sessiod he was authorized to raise \$30,000,000 by loan, and this further sum of \$25,000,000 which is now asked for shows that the credit of Canada during the current year will be pledged for a total amount of \$55,000,000, all of which, it is expected, will be raised at four per cent. The total amount added to the permanent debt of the Dominion during this marvellous session includes the following amounts .-

"Canadian Pacific Railroad, \$30,000,000. "Vancouver Island Railway, \$750,000. "Settlement of provincial debts, \$4 000,

"New railway subsidies, \$9,000,000. "Amounts stated in supplementray,

" Even many of the followers of the government hesitate in supporting these leaders in this extravagance, which is precipitating the country hopelessly in to debt and which the efforts of generations cannot efface."

### The Railway Subsidies.

[Daily Telegraph of 9th inst.] Such particulars as have come to hand of the Government railway subsidies resolutions seem to make it reasonably certain that direct connection between St. John and Halifax and Montreal will be secured. Nothing is said as to the route, but we understand that the line favored by the Government is one running south of Moosehead Lake, though not necessarily to Mattawamkeag, and that the extension across New Bruns wick will start from Harvey, on the N. B. IN A CHOICE SELECTION OF SONGS. Railway. It was reported at Ottawa that a conclusion had been arrived at to the effect that the C. P. R. company would build the line through Maine and that only, and that Col. Snow's company, so called, would build from Harvey eastward, including the extension to Louisburg. The phraseology of the resolution; does not cast any light upon this point, and it is to be presumed that this matter

of detail will be settled by the government during recess. The Miramichi Valley subsidy is for the first forty miles east from Fredericton, or say to Boiestown. This is stated to be in lieu of the subsidy granted last session, which was for the eastern end of the line-that is, from the I. C. R. to Moran's, a distance of 32 miles. That subsidy was \$102,400. If that had been allowed to remain, the only part of the road now unsubsidized would be that between Moran's and Boiestown, or 35 miles. That subsidy would also admit of the construction of the railway on the south Scrub, Shoe, Stove, Whiteconstruction of the railway on the south shore of the Miramichi. In lieu of this grant the Government has undertaken to build a branch of the railway from Derby station to Indiantown. The exact distance we do not know, but we think it is some 20 miles below Moran's, which would increase the unsubsidized portion of the Anthem, "If we believe that Jesus line to 55 miles. It is premature to say what the effect of these changes will be upon the prospects of the railway, but The Chancel Decorations were very they will probably be fatal. The Pres pretty and effective, adding very much | ident of the company was communicated river, or to a road going to the south side. ingly to laying hens will increase the to the joy of the Services. The Altar with by telegram yesterday mornfor District No. 4, Blackville, to begin May the Warehouse. The Lon. gentleman speaks of their getting quantity of eggs two-fold. Try it. It was vested in white, and upon the re- ing, but he was unable to give 1st. Apply stating salary. a majority of twenty-five to eight. How won't cost much. Don't throw away table were vases of beautiful flowers, with an opinion without further informwhich also the Prayer desk and Lectern ation than he had up to that time

received. Our Fredericton correspondent changes. Particulars will be found in our

FREDERICTON, April 8.

The telegram referred to in the above article is as follows. —

notice of resolution, published in this ment to people here who have been anxiously waiting to see some genuine as-On Easter Monday, Morning Prayer was sistance given to the enterprise. Our Local Government, without helging by conditions the only organized company known to be able to build the road, granted a subsidy of \$3,000 a mile to the railway. following officers were elected for the leaving the matter of location to be settled between the company and the Government, the object being not to have such an important work fail on account of any Courch Wardens, Hon. Judge Wilkinson, local dissensions. The proposed action of the Dominion Government, on the other hand, is looked upon here as though it were meant to handicap and paralyze the project. That is at least conceived to be authority here to-day that the plan of subsidizing the road as proposed by the resolutions is sure to be fatal to the project in the worst sense of the word. The Gibson company are virtually driven from the field, and it is quite certain cannot touch the work at all. The railway, whether it went by the Chatham or Newcastle route, would be about 105 miles long. The Local Government was understood to subsidize the whole of it, and the Dominion Government would subsidize only half of it, and that, too, conditionally; thus a little is subsidized at both ends, and the great central part of it is unaided. The Gibson company, it is thought, cannot touch the work under the proposed arrangement. The sum of \$140,000 is to be voted for 15 miles from Indiantown to Derby Junction, at the eastern terminus of the road; that is nearly \$10,000 per mile for what is to be Government work, while only \$3,200 per mile is granted for the forty miles from Fredericton to the Miramichi River, whereas a railway bridge at Fredericton would itself cost 40 or 50 times that amount, and fifty five miles would still remain unsubsidized. To bind the company that are in earnest as to building the road by forcing them either to run their cars over the Indiantown-Derby route, to which most of the company have been deadly of their own without Dominion aid, helps to annihilate the scheme of construction altogether; for besides expecting them to

#### view of the case, the enterprise is regarded as killed for this year at least. American Newspapers in 1884.

build a road with no real pecuniary in-

ducement to de so, it requires that after

finishing the work they would be under

compliment to others to reach a good

port or terminal point on the North

Shore. It is looked upon as absurd to

expect the company to commence building

a road knowing that only half of it at

most will be subsidized this year, and

without any assurance that there will

ever be more of a subsidy for it. Great

regret is naturally expressed at the black-

ness of the prospect, as, taking the best

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

DIED

At Chatham, on Wednesday, the 2nd of April, George Garden, aged 78 years. At Blackville, on the 6th inst. after a lingering lness patiently and meekly borne with christian esignation, Grace Mabel, second daughter of B. N. T. Underhill, aged 15 years.

## Dew Advertisements.

CHATHAM, Friday & Saturday, APRIL

#### SPECIAL ENGAGEMENT of the CHARMING Young Actress. Ida Van Cortland

SUPPORTED BY THE

TAVERNIER COMEDY CO. Friday Ev'g, April 18, The Funniest of All Comedies,

## THEMICHTY DOLLAR.

Saturday Ev'g, April 19, The Great Sensational Play,

### UNDER THE GASLIGHT. The PHENOMENAL CHILD ACTRESS

Little Annie Bird. Usual Prices, 25 and 50 cts.

SEE POSTERS AND STREET BILLS. TEL

This Company will play in NEWCAS-

## MIXED PAINTS.

OILS, TURPENTINES, VARNISHES,

ALABASTINE, London & Paris Whiting, White & Common Glue,

wash, Window, Paint and Varnish BRUSHES For Sale Low.

### G. STOTHART. Teacher Wanted.

DAVID COUGHLAN, DAVID SULLIVAN, Trustees. MOSES HARRIS,

## New Advertisements.

Notice to Trespassers. To All whom it may concern: The undersigned, owners of the block of land on the South side of Miramichi River, originally granted to George Roy, and Alexander Gilliss, hereby give notice that any person or persons found trespassing on any part of the said lots, by

The proposed subsidies to the Miramichi utting or hauling away fence poles, or firewood Valley Railway from the Dominion Governetc., for by running lines across the said lots. ment, as disclosed by Sir Charles Tupper's hacking and destroying the wood, or by cutting and destroying trees of the rear line of the said lock of land; will be dealt with as the law directs. This Block of Land was resurveyed correctly several years ago by the Original Survey, by the Grant bearing date, 1798, in the reign of King George the third. It is bounded as follows:-Beginning at a marked cedar tree standing on or near the southerly bank or shore of Miramichi River aforesaid, at the northwesterly corner or bounds of the lot number twenty, granted to John Dalton in the grant to James McCombe and associates, thence running by the Magnetic needle along the westerly line, of the said lot number twenty; South twenty two degrees East one hundred and fifteen chains, of four poles ach; thence South seventy-nine degrees and hirty minutes west, sixty-two chains, or until t mets the westerly line of lot number twentyour in this tract; thence along the said wes terly line of lot number twenty-four, North twenty-two degrees West, until it meets the Southerly bank or shore of Miramichi River: thence along the said bank or shore of said river, following its several courses down stream, antil 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 on the plan annexed to the grant. ASA PERLEY.

DUDLEY PERLEY, SR. AMOS PERLEY, WILLIAM WALLS, ASA WALLS.

A KITCHEN MAID.

### MRS. SNOWBALL. Teacher Wanted.

A Second or Third Class Female Teacher wanted to take charge of Primary Department of the School in District No. 3, Black Brook, parish of Chatham, May 1st. Apply, stating Salary. to

## DIAMOND

JUST RECEIVED DIRECT

## 20 GROSS

OF THE

Celebrated Diamond Dyes, In the following Colors:

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

which we can sell to storekeepers at Regular Wholesale Rates, THEREBY SAVING FREIGHT.

J. D. B. F. MACKENZIE.

A Second Class Male Teacher to take charge of Advanced Department on 1st May in District No , Black Brook, parish of Chatham, Northumber land; 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 make payment within the next three months.

## Douglastown, 21st Jan., 1884.

Masonic Hall! 2000 Bushels Oats.

## E. A. Strang, Chatham



## TEACHER WANTED

WANTED to teach French and English in district No. 3, Tracadie, a first or second elass male or female teacher. Apply immediately WM. FERGUSON,

## NOTICE.

PENDERS will be received at The Department of Public works, Fredericton, unti Monday, April 21st Inst., FOR THE SERVICE OF A

### SAILING VESSEL, From 25 to 50 Tons Register, to ply, during the summer season, between

Bathurst & Miscou Harbor. Taking Freight and Passengers once a week each Tenders to state the rate per Return Trip ; Tarff for Freight and Passengers same as last year, a copy of which can be seen at the Department of Department not bound to accept the

P. G. RYAN, Dep't Public Works, F'ton, April 4th, '84.

1884.

Spring Arrangement.

### TRIPS A WEEK. ON AND AFTER MONDAY, March 3rd, the Steamers of this line will make Two Trips

Every Monday and Thursday Mornings, at 8 o'clock, for EASTPORT, PORTLAND and BOSTON, connecting both ways at Eastport with Steamer 'Charles ighton" for St. Andrews, Calais and St. Ste Returning, will leave Boston same days at 8 30 o'clock, and Portland at 6 o'clock, p. m., for Eastport and St. John.

## COMMENCING MAY IST,

and FRIDAY MORNINGS. and the United States.

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

CARTERS

and regulate the bowels. Even if they only cured who once try them will find these little pills valu-

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 12,000 their kind patronage during the past ten years. 10,000 | He is about to make some changes in his 10,000 ness, to effect which it will be necessary to settle 10,000 accounts up to the present time. He, therefore, 20.000 gives notice to all indebted to him that their ac-30,000 counts will be left open for settlement until 25,000 THURSDAY, 10th APRIL, after which they will 25,000 placed in an attorney's hands for collection. He also requests all who have accounts against



## Trains. Tickets for sale at all principal Ticket Offices in the United States and Canada. Baggage checked through and rates of fare al. ways as low as competitors that offer less advan-CREAT ROCK ISLAND ROUTE.

## STARTLING OATS! OATS!! DEVELOPEMENTS!

## CONSPIRACY

CARPETS! CARPETS

Come and see our NEW STOCK of CARPETS, LACE CURTAINS, CRETONNES,

OIL CLOTHS AND ROOM PAPERS. From Best British and Foreign Markets, to arrive this week, per Steamer "Parisian."

75 Pieces Carpet including all the New Makes in the Latest Designs and Colorings:

3 Pieces BRUSSELS Carpet, \$1.15, \$1.25 and \$1.50 per yard, " 45c., 50c., 60c., 70c., 80c., 90c. & \$1.00, TAPESTRY 3 PLY ALL WOOL, \$1.50 per vard. 90c., \$1.00, \$1.15 and \$1.25 per yd., UNION CARPET, 50c. and 70c. per yard, ROPE and JUTE MATTING. HEMP CARPET, ALL PRICES and Choice Patterns.

OIL CLOTHS! ENGLISH FLOOR OIL CLOTH 2-4, 4-4, 5-4, 6-4, 8-4, 12-4, ONE PIECE LINOLEUM, (NEW PATTERN.)

ROLLS ROOM PAPER.

CHEAPEST GOODS IN MARKET. LACE

DIRECT FROM NOTTINGHAM. 30 Sets Lace Curtains & Lamberquins to match form 75c. to \$5 a set,

Cretonnes!

Reversible Cretonnes!

Don't Forget the CRETONNES, Prices, Qualities and Designs cannot be surpassed 300 Pieces PRINTS from 5c. to 15c. per yard. Good Grey Cottons at 4cts per yard,

READY-MADE CLOTHING! READY-MADE CLOTHING! RANGING IN PRICE FROM \$5 00 TO \$15 00 PER SUIT.

THREE TRIPS A WEEK GENTS' FURNISHING DEPARTMENT NOW COMPLETE.

A Saving of Ten Per Cent effected by Buying at Loggie & Burr's.

Freight received Wednesday and Saturday only, up to 5 o'clock, p. m.

H. W. CHISHOLM, Agent.
Reed's Point Wharf, St. John, N. B.

Loggie & Burr, - Pierce Block.

15 pcs. Curtain Nets from 9c. to 30c., 300 " Lace, in all the New Colors and Latest Novelties of the season. International S. S. Com'y Cretonnes!

will be made, every MONDAY, WEDNESDAY Through tickets can be procured at this office and at H. Chubb & Co's, to all points of Canada No claims for allowance after goods leave

Louisiana State Lottery Company. " We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorise the Company to use this certificate, with facsimiles of our signatures attached, in its

advertisements. 9. 1 Deauregure Commissioners.

Incorporated in 1868 for 25 years by the Legis ature for Educational and Charitable purposeswith a Capital of \$1,000,000—to which a reserve to do without them. But after all sick head fund of over \$550,000 has since been added. 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 people of any State.

Its Grand Single Number Drawings take place monthly. A SPLENDID OPPORTUNITY TO WIN A FORTUNE. FIFTH GRAND DRAWING, CLASS E, IN THE ACADEMY OF MUSIC, NEW ORLEANS, TUESDAY, MAY 13, 1884—168th Monthly Drawing.

CAPITAL PRIZE, \$75,000.

00,000 Tickets at Five Dollars Each.

1967 Prizes, amounting to. ......\$265,500 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, POSTAL NOTES and ordinary letters Express at our expense) to M. A Dauphin,

or M. A. Dauphin, 607 Seventh St., Washington, D. C.

1 A YRSHIRE BULL, "Prince Napoleon," registered N. B., H. B. 211; calved April YRSHIRE BULL, "Prince William," registered N. B., H. B., 212; calved 23rd April, 1883. White and brown, spotted. Ful! particulars with Pedigree given on ap-

FOR SALE!

Executor's Notice.

A tate of Donald Buckley, Merchant, late of

Rogersville, deceased, are hereby requested to pre-

sent the same duly attested to the undersigned Executor at his office in the parish of Rogersville to the said estate, are hereby requested to make Rogersville, March 28th, 1884.

Teacher Wanted. A Second Class Female Teacher to take charge of School on 1st May, 1884, in District No. 62 parish of Chatham. Apply to James Edgar, Sec.,

"ALBERT LEA ROUTE." A New and Direct Line, via Seneca and Kanka-kee, has recently been opened between Richmond, Norfolk, Newport News, Chattanooga, Atlanta, Au-gusta, Nashville, Louisville, Lexington, Cincinnati, Indianapolis and Larayette, and Omaha, Minneap-olis and St. Paul and intermediate points. All Through Passengers Travel on Fast Express Trains.

# ARCHIBALD JARDINE, At your nearest Ticket Office, or address JAMES EDGAR. At your nearest Ticket Office, or address R. R. CABLE, Vice-Pres. & Gen'l We'r