

CAPITAL PRIZE \$75,000. 25 Tickets only \$5. Shares in proportion

Miramichi Advance. CHATHAM, MARCH 19, 1885.

Provincial Rights.

It is gratifying to read the portion of the Attorney-General's speech referring to the Fredericton Bridge question. It shows that we have an Attorney-General and leader of the Local Government eminently well qualified and willing to guard the rights of the Province against Federal encroachments.

Microrepresentation.

The character of the assertions made by the enemies of the Miramichi Valley Railway for the purpose of damaging its prospects and interests may be judged by the following from "Miramichi Notes" in the Moncton Times.

"So far as the N. & W. Railway has been built by the subsidies received from the Provincial and Dominion Governments, no private funds at all, so far as can be found out, having been invested in the undertaking."

Let us look at this statement and test it with the facts.—The N. & W. Railway Company has trains running on about fifty miles of its road—the laying of rails to Blackville having been completed a few days ago.

It has not yet received one cent on account of the Dominion subsidy. It has received \$135,000 in Provincial bonds bearing 4% interest, very few of which have yet been sold.

It has purchased and now has—either laid on the road or yarded at Chatham and St. Mary's—sufficient steel rails equal to those of the I. C. R. for 75 miles of track, which, at the Dominion Government estimate of \$3,200 per mile, are worth \$240,000.

It has, besides, 4 locomotives, thirty flat cars, several passenger cars, vans, etc., which have cost over \$40,000. It has done the grading, built bridges, laid rails, etc., necessary to put its 50 miles of road in running order, which has cost over \$140,000. These expenditures, which do not include the contingent items, such as necessary expenses of management, etc., amount to \$420,000. Those who are acquainted with the Company's affairs know that this sum and more has been actually expended.

Against it stand the Provincial debentures only, which, at best, are only a security for advances leaving \$285,000 of their own money which the Company has had to put into the undertaking. No responsible person will challenge the correctness of this statement, but the Times and those who use it in the work of misrepresenting the Northern and Western enterprise in every way will continue their miserable crusade all the same.

His "Little Friend."

One of the salient features of the political partnership at present existing between the two Newcastle representatives of Northumberland, is the never-neglected exercise of the senior member's self-imposed task of impressing upon everybody that he is the senior and superior member of the firm.

"The important part taken in the debate on Supply in the Legislative Assembly, by the members for this County, particularly Messrs. Adams and Park, has caused more than usual interest to be taken in the reports of the doings of that body. Mr. Adams' speech has been eagerly read and commented on in most complimentary terms by his constituents, and Mr. Park's able effort in support has also evoked very favorable comment."

Now, we submit that this is hardly fair to Mr. Park. That gentleman's speech is pronounced by many good judges of such matters to have been much better than that of Mr. Adams. It was free from the scurrility which characterized the latter gentleman's effort, was far more pleasant to listen to, being purer in its adherence to the rules of grammar, its avoidance of empty boast and windy vaporing, and its freedom from other funny tricks, which, with all his experience, Mr. Adams has not yet learned to avoid.

Besides, Mr. Park was selected to lead in the assault upon the Government and for Mr. Adams to represent his "little friend Park" as supporting him in that matter, is explainable only in view of Mr. Adams' well known policy of "keeping Park in his place." Most people who follow the thread of Provincial politics have an idea that Mr. Wetmore leads the Opposition and is supported by Mr. Adams, Mr. Park and eight other "hardy lads," but Mr. Adams' view seems to be that he takes Mr. Park to Fredericton as his supporter. Mr. Park's friends would think better of him if he would show a little more of the independence he professed when he appealed to them for support in 1882.

About Miramichi Steam Navigation.

Mr. Burchill, M. P. P., has supported Hon. Mr. Gillespie in obtaining a subsidy of \$1,000 for the down-river service proposed to be performed by the Miramichi Steam Navigation Company, and, in that connection, he is made the object of a savage attack in the Moncton Times under the head of "Miramichi Notes" (said notes in this case being, no doubt, written in Fredericton) the gravamen of the charge against Mr. Burchill is that he is inconsistent, because he opposed the continuation of the Andover subsidy and now supports the granting of the \$1000 for the down-river steamer. The Times writer goes further and says that the reason Mr. Burchill is so inconsistent is because Mr. Snowball is managing director of the boats of the Company and, in fact, the bottom, top, inside and outside of the whole organization, which was formed simply to injure the great and only R. R. Call, which accounts for "the milk in the coconuts." The Times writer having, on a previous occasion, secured Mr. Burchill's annihilation with the upriver people by reminding them that he did not vote in favor of Mr. Adams, "little

friend Park's" resolution to force the Government to reduce the stumpage, gives him the coup de grace with the new steamboat subsidy. Mr. Burchill's critic says—

He need not say that new routes should be assisted; the company will open up no new route. Mr. Call has run a steamer between Newcastle and Chatham for some thirteen or fourteen years, and the "Andover" ran down river certain trips every week when subsidized to do so. It seems perfectly outrageous, to any fair-minded man, that a corporation should be assisted by Government subsidy to run steamers in opposition to a private individual, who has invested his own money in boats which have, for years, been accommodating the public.

We submit that Anasias or even Tom Pepper could not crowd, in the same space, more square-toed whoppers than are contained in the above. In the first place, the route will be an entirely new one for regular steam service. It was, we think, in the winter of 1878, when petitions from down-river people asking a subsidy of \$1,500 for the steamer William of Quebec were before the Government, that Mr. Call stepped in and said that if the subsidy was continued to the Andover, that boat would run regularly down-river as well as up. He was taken at his word and we all know that he was paid the subsidy, but behaved most scandalously towards the down-river people, running the boat only now and then on excursion trips and doing practically nothing to develop down-river business. It was a first-class public swindle. The boat was unfit for the service, because she was unsafe, and Mr. Call failed in everything connected with the work he undertook, save in regularly pocketing the subsidy with the assistance of his particular friend, Mr. Adams.

Let us, next, consider how much of "his own money" Mr. Call has invested in boats.—The public accounts of the Province show that he has been paid over \$24,000 in the way of subsidies on account of the steam service he performed on the Miramichi. The Andover cost him \$8,000, which he paid by instalments as his subsidy fell due, Mr. Benjamin Beveridge, who sold him the boat, being considered enough to give him the necessary time on the purchase.—Not much, therefore, of Mr. Call's "own money" was involved in that transaction.

The New Era was built on the Miramichi and Mr. Call received a subsidy or bonus on her account. She cost, we suppose, about \$6,000. At all events, she ought not to have cost more than that as she had second hand machinery put in her to a partial extent, and was built "on the cheap" as we all know.

When the New Era was sunk Mr. Call purchased the Ripple. It is said by his friends that the price paid for her was \$1,600, while we are informed that she could have been purchased for less money and believe Mr. Call did not pay as much as \$1,600 for her. We are willing, however, to put her cost at \$1,600.

The account will therefore stand thus.—Cost of Andover.....\$8,000 "New Era.....5,000 "Ripple.....1,600 Total.....\$14,600 Subsidies received by Mr. Call from the Province.....\$24,000 Balance in Mr. Call's pocket.....\$9,400

Now, this \$9,400 was a nice little plum for Mr. Call, and perhaps the Times writer will tell us that he had to spend it all in giving excursions to his friends and making people generally believe that he was a great philanthropist and public benefactor. There is one thing that it will take a good deal of writing to do, and that is convince sensible people that Mr. Call ever "invested" a cent of "his own money" in boats which have, for years, been accommodating the public." The fact is the public were accommodating Mr. Call very liberally in the way of subsidies—the subsidies being out of all proportion to the accommodation afforded in return.

So far as the boats of the Miramichi Steam Navigation Company are concerned, they are being built at Chatham and paid for by the stockholders who are managing the business in the regular way, and not through or by Mr. Snowball. One of these boats will run daily trips down river and the other make five or six trips a day between Chatham and points up river. The \$1,000 subsidy given by the Government will not be touched until it is earned. None of it is secured on account of the cost of the boats, as that of the Andover was, and each boat will go on its route as the property of the Company, purchased with its own money. The least, therefore, said against the enterprise and Mr. Burchill's attitude towards it, either here or in Fredericton, is that it is an invitation to discussion of what he has done for the public in comparison with what the public has done for him.

THE ATTORNEY-GENERAL did not forget to remind Mr. Adams of his North-west land grab and his improper appropriation of public money for the building of roads to his fishing grounds. The Attorney-General compared Mr. Adams to a pestilence, and he was not very far from the truth.

THE PEOPLE OF DERBY will read the portion of the Attorney-General's speech respecting the Indian town Branch with a good deal of interest. He deserves their gratitude for the manner in which he has protected their rights.

An Unsavory Subject.

In its "Miramichi notes" of last Saturday the Moncton Times represents Northumberland County as being terribly agitated. These "notes," as many of our readers know, are written, just now, at Newcastle or Fredericton, as the subject to be treated may require. If they are to be devoted to rancor or party subjects they are left to the "prentice hand" at Newcastle, but if they deal with politics they are written by the gentleman in connection with whom those of Saturday represent the County as being in such a state of excitement.

As a sort of supplement to the foregoing and in illustration of the manner in which the political contingencies of the Crown Land Office were swelled, we will mention that in 1879 Adams was in the habit of franking telegrams for Collins and Co. as well as telegraphic blanks franked by Adams. As a specimen of the uses to which they were put and of the sort of stuff the Province paid for we give the following:—

As we remarked before, we saw both of the above specimens of coarse attack and defence. We did not, however, refer to Adams going out of his way in his Times notes to vent his spite on the editor of the Advance in connection therewith. Mr. Adams knows that Mr. Smith has declined to have anything to do with him in any way, simply because of his extreme coarseness in private conversation as well as public debate, and if the Advance occasionally refers to him it is only because his public position renders it necessary. As for abusing him, he knows we have never done so. We have stated facts concerning his public career which, of course, sorry self reflect on his character and may seem to us our duty to do so again. Meaning, he should be prudent and not invite us to the discussion of a subject which it is always approach with a feeling that it is unsavory that we owe our readers an apology for handling it, but in which handling Mr. Adams can never be harmed. Mr. Smith once supported Mr. Adams politically, but was before he had learned his real character. Because that knowledge has led Mr. Smith to oppose him, Mr. Adams has missed no opportunity to traduce and vilify Mr. Smith as attempted in the "notes" to which we refer. He would, if he could, drag Mr. Smith down, in public estimation, to the level of himself, occupies. He may succeed, in some measure, but will yet learn the wisdom of bearing in silence the well-merited contempt of one who would prefer never to mention his name in these columns.

GODEY'S LADY'S BOOK for April comes to us as a pleasant mid-Lenten indulgence. The number is an excellent one, embellished by a suggestive frontispiece, "At Prayer," and many other attractions of the usual character. A very winning story, called "Beauty's Child," opens in this number, and "Janis" is brought to a conclusion. Next month we are to have from GODEY'S a new story by Christian Reid, called "An Instrument of Separation," which promises to be very interesting. The short stories in the April number are good and strong, "Miss Holba" particularly. A timely article on "The Soudan" opens a possible series, which will doubtless interest the readers of GODEY'S. The Presidential series closes this month with Grover Cleveland. A very neat little book has been compiled by the publishers of the magazine, and sketches that have appeared in the magazine. This is offered as a premium to club-raisers; and the general offer of book premiums has been extended for a month. This change is one that rarely occurs, and the wide-awake subscribers of GODEY'S are taking advantage of it. So much satisfaction with the books given away as premiums on every new subscription furnished by an old subscriber has been testified, that the publishers of the magazine have extended their original offer as above stated. It is such a liberal policy as has made it popular with the public, and that it has popularized GODEY'S LADY'S BOOK, and made it beyond peradventure the best and cheapest magazine, in its own special field, that is furnished to our reading public. Published by J. H. Haulenbeck & Co., Philadelphia, Pa.

friend Park's" resolution to force the Government to reduce the stumpage, gives him the coup de grace with the new steamboat subsidy. Mr. Burchill's critic says—

He need not say that new routes should be assisted; the company will open up no new route. Mr. Call has run a steamer between Newcastle and Chatham for some thirteen or fourteen years, and the "Andover" ran down river certain trips every week when subsidized to do so. It seems perfectly outrageous, to any fair-minded man, that a corporation should be assisted by Government subsidy to run steamers in opposition to a private individual, who has invested his own money in boats which have, for years, been accommodating the public.

We submit that Anasias or even Tom Pepper could not crowd, in the same space, more square-toed whoppers than are contained in the above. In the first place, the route will be an entirely new one for regular steam service. It was, we think, in the winter of 1878, when petitions from down-river people asking a subsidy of \$1,500 for the steamer William of Quebec were before the Government, that Mr. Call stepped in and said that if the subsidy was continued to the Andover, that boat would run regularly down-river as well as up. He was taken at his word and we all know that he was paid the subsidy, but behaved most scandalously towards the down-river people, running the boat only now and then on excursion trips and doing practically nothing to develop down-river business. It was a first-class public swindle. The boat was unfit for the service, because she was unsafe, and Mr. Call failed in everything connected with the work he undertook, save in regularly pocketing the subsidy with the assistance of his particular friend, Mr. Adams.

Let us, next, consider how much of "his own money" Mr. Call has invested in boats.—The public accounts of the Province show that he has been paid over \$24,000 in the way of subsidies on account of the steam service he performed on the Miramichi. The Andover cost him \$8,000, which he paid by instalments as his subsidy fell due, Mr. Benjamin Beveridge, who sold him the boat, being considered enough to give him the necessary time on the purchase.—Not much, therefore, of Mr. Call's "own money" was involved in that transaction.

The New Era was built on the Miramichi and Mr. Call received a subsidy or bonus on her account. She cost, we suppose, about \$6,000. At all events, she ought not to have cost more than that as she had second hand machinery put in her to a partial extent, and was built "on the cheap" as we all know.

When the New Era was sunk Mr. Call purchased the Ripple. It is said by his friends that the price paid for her was \$1,600, while we are informed that she could have been purchased for less money and believe Mr. Call did not pay as much as \$1,600 for her. We are willing, however, to put her cost at \$1,600.

The account will therefore stand thus.—Cost of Andover.....\$8,000 "New Era.....5,000 "Ripple.....1,600 Total.....\$14,600 Subsidies received by Mr. Call from the Province.....\$24,000 Balance in Mr. Call's pocket.....\$9,400

Now, this \$9,400 was a nice little plum for Mr. Call, and perhaps the Times writer will tell us that he had to spend it all in giving excursions to his friends and making people generally believe that he was a great philanthropist and public benefactor. There is one thing that it will take a good deal of writing to do, and that is convince sensible people that Mr. Call ever "invested" a cent of "his own money" in boats which have, for years, been accommodating the public." The fact is the public were accommodating Mr. Call very liberally in the way of subsidies—the subsidies being out of all proportion to the accommodation afforded in return.

So far as the boats of the Miramichi Steam Navigation Company are concerned, they are being built at Chatham and paid for by the stockholders who are managing the business in the regular way, and not through or by Mr. Snowball. One of these boats will run daily trips down river and the other make five or six trips a day between Chatham and points up river. The \$1,000 subsidy given by the Government will not be touched until it is earned. None of it is secured on account of the cost of the boats, as that of the Andover was, and each boat will go on its route as the property of the Company, purchased with its own money. The least, therefore, said against the enterprise and Mr. Burchill's attitude towards it, either here or in Fredericton, is that it is an invitation to discussion of what he has done for the public in comparison with what the public has done for him.

THE ATTORNEY-GENERAL did not forget to remind Mr. Adams of his North-west land grab and his improper appropriation of public money for the building of roads to his fishing grounds. The Attorney-General compared Mr. Adams to a pestilence, and he was not very far from the truth.

THE PEOPLE OF DERBY will read the portion of the Attorney-General's speech respecting the Indian town Branch with a good deal of interest. He deserves their gratitude for the manner in which he has protected their rights.

An Unsavory Subject.

In its "Miramichi notes" of last Saturday the Moncton Times represents Northumberland County as being terribly agitated. These "notes," as many of our readers know, are written, just now, at Newcastle or Fredericton, as the subject to be treated may require. If they are to be devoted to rancor or party subjects they are left to the "prentice hand" at Newcastle, but if they deal with politics they are written by the gentleman in connection with whom those of Saturday represent the County as being in such a state of excitement.

As a sort of supplement to the foregoing and in illustration of the manner in which the political contingencies of the Crown Land Office were swelled, we will mention that in 1879 Adams was in the habit of franking telegrams for Collins and Co. as well as telegraphic blanks franked by Adams. As a specimen of the uses to which they were put and of the sort of stuff the Province paid for we give the following:—

As we remarked before, we saw both of the above specimens of coarse attack and defence. We did not, however, refer to Adams going out of his way in his Times notes to vent his spite on the editor of the Advance in connection therewith. Mr. Adams knows that Mr. Smith has declined to have anything to do with him in any way, simply because of his extreme coarseness in private conversation as well as public debate, and if the Advance occasionally refers to him it is only because his public position renders it necessary. As for abusing him, he knows we have never done so. We have stated facts concerning his public career which, of course, sorry self reflect on his character and may seem to us our duty to do so again. Meaning, he should be prudent and not invite us to the discussion of a subject which it is always approach with a feeling that it is unsavory that we owe our readers an apology for handling it, but in which handling Mr. Adams can never be harmed. Mr. Smith once supported Mr. Adams politically, but was before he had learned his real character. Because that knowledge has led Mr. Smith to oppose him, Mr. Adams has missed no opportunity to traduce and vilify Mr. Smith as attempted in the "notes" to which we refer. He would, if he could, drag Mr. Smith down, in public estimation, to the level of himself, occupies. He may succeed, in some measure, but will yet learn the wisdom of bearing in silence the well-merited contempt of one who would prefer never to mention his name in these columns.

GODEY'S LADY'S BOOK for April comes to us as a pleasant mid-Lenten indulgence. The number is an excellent one, embellished by a suggestive frontispiece, "At Prayer," and many other attractions of the usual character. A very winning story, called "Beauty's Child," opens in this number, and "Janis" is brought to a conclusion. Next month we are to have from GODEY'S a new story by Christian Reid, called "An Instrument of Separation," which promises to be very interesting. The short stories in the April number are good and strong, "Miss Holba" particularly. A timely article on "The Soudan" opens a possible series, which will doubtless interest the readers of GODEY'S. The Presidential series closes this month with Grover Cleveland. A very neat little book has been compiled by the publishers of the magazine, and sketches that have appeared in the magazine. This is offered as a premium to club-raisers; and the general offer of book premiums has been extended for a month. This change is one that rarely occurs, and the wide-awake subscribers of GODEY'S are taking advantage of it. So much satisfaction with the books given away as premiums on every new subscription furnished by an old subscriber has been testified, that the publishers of the magazine have extended their original offer as above stated. It is such a liberal policy as has made it popular with the public, and that it has popularized GODEY'S LADY'S BOOK, and made it beyond peradventure the best and cheapest magazine, in its own special field, that is furnished to our reading public. Published by J. H. Haulenbeck & Co., Philadelphia, Pa.

friend Park's" resolution to force the Government to reduce the stumpage, gives him the coup de grace with the new steamboat subsidy. Mr. Burchill's critic says—

He need not say that new routes should be assisted; the company will open up no new route. Mr. Call has run a steamer between Newcastle and Chatham for some thirteen or fourteen years, and the "Andover" ran down river certain trips every week when subsidized to do so. It seems perfectly outrageous, to any fair-minded man, that a corporation should be assisted by Government subsidy to run steamers in opposition to a private individual, who has invested his own money in boats which have, for years, been accommodating the public.

We submit that Anasias or even Tom Pepper could not crowd, in the same space, more square-toed whoppers than are contained in the above. In the first place, the route will be an entirely new one for regular steam service. It was, we think, in the winter of 1878, when petitions from down-river people asking a subsidy of \$1,500 for the steamer William of Quebec were before the Government, that Mr. Call stepped in and said that if the subsidy was continued to the Andover, that boat would run regularly down-river as well as up. He was taken at his word and we all know that he was paid the subsidy, but behaved most scandalously towards the down-river people, running the boat only now and then on excursion trips and doing practically nothing to develop down-river business. It was a first-class public swindle. The boat was unfit for the service, because she was unsafe, and Mr. Call failed in everything connected with the work he undertook, save in regularly pocketing the subsidy with the assistance of his particular friend, Mr. Adams.

Let us, next, consider how much of "his own money" Mr. Call has invested in boats.—The public accounts of the Province show that he has been paid over \$24,000 in the way of subsidies on account of the steam service he performed on the Miramichi. The Andover cost him \$8,000, which he paid by instalments as his subsidy fell due, Mr. Benjamin Beveridge, who sold him the boat, being considered enough to give him the necessary time on the purchase.—Not much, therefore, of Mr. Call's "own money" was involved in that transaction.

The New Era was built on the Miramichi and Mr. Call received a subsidy or bonus on her account. She cost, we suppose, about \$6,000. At all events, she ought not to have cost more than that as she had second hand machinery put in her to a partial extent, and was built "on the cheap" as we all know.

When the New Era was sunk Mr. Call purchased the Ripple. It is said by his friends that the price paid for her was \$1,600, while we are informed that she could have been purchased for less money and believe Mr. Call did not pay as much as \$1,600 for her. We are willing, however, to put her cost at \$1,600.

The account will therefore stand thus.—Cost of Andover.....\$8,000 "New Era.....5,000 "Ripple.....1,600 Total.....\$14,600 Subsidies received by Mr. Call from the Province.....\$24,000 Balance in Mr. Call's pocket.....\$9,400

Now, this \$9,400 was a nice little plum for Mr. Call, and perhaps the Times writer will tell us that he had to spend it all in giving excursions to his friends and making people generally believe that he was a great philanthropist and public benefactor. There is one thing that it will take a good deal of writing to do, and that is convince sensible people that Mr. Call ever "invested" a cent of "his own money" in boats which have, for years, been accommodating the public." The fact is the public were accommodating Mr. Call very liberally in the way of subsidies—the subsidies being out of all proportion to the accommodation afforded in return.

So far as the boats of the Miramichi Steam Navigation Company are concerned, they are being built at Chatham and paid for by the stockholders who are managing the business in the regular way, and not through or by Mr. Snowball. One of these boats will run daily trips down river and the other make five or six trips a day between Chatham and points up river. The \$1,000 subsidy given by the Government will not be touched until it is earned. None of it is secured on account of the cost of the boats, as that of the Andover was, and each boat will go on its route as the property of the Company, purchased with its own money. The least, therefore, said against the enterprise and Mr. Burchill's attitude towards it, either here or in Fredericton, is that it is an invitation to discussion of what he has done for the public in comparison with what the public has done for him.

THE ATTORNEY-GENERAL did not forget to remind Mr. Adams of his North-west land grab and his improper appropriation of public money for the building of roads to his fishing grounds. The Attorney-General compared Mr. Adams to a pestilence, and he was not very far from the truth.

THE PEOPLE OF DERBY will read the portion of the Attorney-General's speech respecting the Indian town Branch with a good deal of interest. He deserves their gratitude for the manner in which he has protected their rights.

An Unsavory Subject.

In its "Miramichi notes" of last Saturday the Moncton Times represents Northumberland County as being terribly agitated. These "notes," as many of our readers know, are written, just now, at Newcastle or Fredericton, as the subject to be treated may require. If they are to be devoted to rancor or party subjects they are left to the "prentice hand" at Newcastle, but if they deal with politics they are written by the gentleman in connection with whom those of Saturday represent the County as being in such a state of excitement.

As a sort of supplement to the foregoing and in illustration of the manner in which the political contingencies of the Crown Land Office were swelled, we will mention that in 1879 Adams was in the habit of franking telegrams for Collins and Co. as well as telegraphic blanks franked by Adams. As a specimen of the uses to which they were put and of the sort of stuff the Province paid for we give the following:—

As we remarked before, we saw both of the above specimens of coarse attack and defence. We did not, however, refer to Adams going out of his way in his Times notes to vent his spite on the editor of the Advance in connection therewith. Mr. Adams knows that Mr. Smith has declined to have anything to do with him in any way, simply because of his extreme coarseness in private conversation as well as public debate, and if the Advance occasionally refers to him it is only because his public position renders it necessary. As for abusing him, he knows we have never done so. We have stated facts concerning his public career which, of course, sorry self reflect on his character and may seem to us our duty to do so again. Meaning, he should be prudent and not invite us to the discussion of a subject which it is always approach with a feeling that it is unsavory that we owe our readers an apology for handling it, but in which handling Mr. Adams can never be harmed. Mr. Smith once supported Mr. Adams politically, but was before he had learned his real character. Because that knowledge has led Mr. Smith to oppose him, Mr. Adams has missed no opportunity to traduce and vilify Mr. Smith as attempted in the "notes" to which we refer. He would, if he could, drag Mr. Smith down, in public estimation, to the level of himself, occupies. He may succeed, in some measure, but will yet learn the wisdom of bearing in silence the well-merited contempt of one who would prefer never to mention his name in these columns.

GODEY'S LADY'S BOOK for April comes to us as a pleasant mid-Lenten indulgence. The number is an excellent one, embellished by a suggestive frontispiece, "At Prayer," and many other attractions of the usual character. A very winning story, called "Beauty's Child," opens in this number, and "Janis" is brought to a conclusion. Next month we are to have from GODEY'S a new story by Christian Reid, called "An Instrument of Separation," which promises to be very interesting. The short stories in the April number are good and strong, "Miss Holba" particularly. A timely article on "The Soudan" opens a possible series, which will doubtless interest the readers of GODEY'S. The Presidential series closes this month with Grover Cleveland. A very neat little book has been compiled by the publishers of the magazine, and sketches that have appeared in the magazine. This is offered as a premium to club-raisers; and the general offer of book premiums has been extended for a month. This change is one that rarely occurs, and the wide-awake subscribers of GODEY'S are taking advantage of it. So much satisfaction with the books given away as premiums on every new subscription furnished by an old subscriber has been testified, that the publishers of the magazine have extended their original offer as above stated. It is such a liberal policy as has made it popular with the public, and that it has popularized GODEY'S LADY'S BOOK, and made it beyond peradventure the best and cheapest magazine, in its own special field, that is furnished to our reading public. Published by J. H. Haulenbeck & Co., Philadelphia, Pa.

friend Park's" resolution to force the Government to reduce the stumpage, gives him the coup de grace with the new steamboat subsidy. Mr. Burchill's critic says—

He need not say that new routes should be assisted; the company will open up no new route. Mr. Call has run a steamer between Newcastle and Chatham for some thirteen or fourteen years, and the "Andover" ran down river certain trips every week when subsidized to do so. It seems perfectly outrageous, to any fair-minded man, that a corporation should be assisted by Government subsidy to run steamers in opposition to a private individual, who has invested his own money in boats which have, for years, been accommodating the public.

We submit that Anasias or even Tom Pepper could not crowd, in the same space, more square-toed whoppers than are contained in the above. In the first place, the route will be an entirely new one for regular steam service. It was, we think, in the winter of 1878, when petitions from down-river people asking a subsidy of \$1,500 for the steamer William of Quebec were before the Government, that Mr. Call stepped in and said that if the subsidy was continued to the Andover, that boat would run regularly down-river as well as up. He was taken at his word and we all know that he was paid the subsidy, but behaved most scandalously towards the down-river people, running the boat only now and then on excursion trips and doing practically nothing to develop down-river business. It was a first-class public swindle. The boat was unfit for the service, because she was unsafe, and Mr. Call failed in everything connected with the work he undertook, save in regularly pocketing the subsidy with the assistance of his particular friend, Mr. Adams.

Let us, next, consider how much of "his own money" Mr. Call has invested in boats.—The public accounts of the Province show that he has been paid over \$24,000 in the way of subsidies on account of the steam service he performed on the Miramichi. The Andover cost him \$8,000, which he paid by instalments as his subsidy fell due, Mr. Benjamin Beveridge, who sold him the boat, being considered enough to give him the necessary time on the purchase.—Not much, therefore, of Mr. Call's "own money" was involved in that transaction.

The New Era was built on the Miramichi and Mr. Call received a subsidy or bonus on her account. She cost, we suppose, about \$6,000. At all events, she ought not to have cost more than that as she had second hand machinery put in her to a partial extent, and was built "on the cheap" as we all know.

When the New Era was sunk Mr. Call purchased the Ripple. It is said by his friends that the price paid for her was \$1,600, while we are informed that she could have been purchased for less money and believe Mr. Call did not pay as much as \$1,600 for her. We are willing, however, to put her cost at \$1,600.

The account will therefore stand thus.—Cost of Andover.....\$8,000 "New Era.....5,000 "Ripple.....1,600 Total.....\$14,600 Subsidies received by Mr. Call from the Province.....\$24,000 Balance in Mr. Call's pocket.....\$9,400

Now, this \$9,400 was a nice little plum for Mr. Call, and perhaps the Times writer will tell us that he had to spend it all in giving excursions to his friends and making people generally believe that he was a great philanthropist and public benefactor. There is one thing that it will take a good deal of writing to do, and that is convince sensible people that Mr. Call ever "invested" a cent of "his own money" in boats which have, for years, been accommodating the public." The fact is the public were accommodating Mr. Call very liberally in the way of subsidies—the subsidies being out of all proportion to the accommodation afforded in return.

So far as the boats of the Miramichi Steam Navigation Company are concerned, they are being built at Chatham and paid for by the stockholders who are managing the business in the regular way, and not through or by Mr. Snowball. One of these boats will run daily trips down river and the other make five or six trips a day between Chatham and points up river. The \$1,000 subsidy given by the Government will not be touched until it is earned. None of it is secured on account of the cost of the boats, as that of the Andover was, and each boat will go on its route as the property of the Company, purchased with its own money. The least, therefore, said against the enterprise and Mr. Burchill's attitude towards it, either here or in Fredericton, is that it is an invitation to discussion of what he has done for the public in comparison with what the public has done for him.

THE ATTORNEY-GENERAL did not forget to remind Mr. Adams of his North-west land grab and his improper appropriation of public money for the building of roads to his fishing grounds. The Attorney-General compared Mr. Adams to a pestilence, and he was not very far from the truth.

THE PEOPLE OF DERBY will read the portion of the Attorney-General's speech respecting the Indian town Branch with a good deal of interest. He deserves their gratitude for the manner in which he has protected their rights.

An Unsavory Subject.

In its "Miramichi notes" of last Saturday the Moncton Times represents Northumberland County as being terribly agitated. These "notes," as many of our readers know, are written, just now, at Newcastle or Fredericton, as the subject to be treated may require. If they are to be devoted to rancor or party subjects they are left to the "prentice hand" at Newcastle, but if they deal with politics they are written by the gentleman in connection with whom those of Saturday represent the County as being in such a state of excitement.

As a sort of supplement to the foregoing and in illustration of the manner in which the political contingencies of the Crown Land Office were swelled, we will mention that in 1879 Adams was in the habit of franking telegrams for Collins and Co. as well as telegraphic blanks franked by Adams. As a specimen of the uses to which they were put and of the sort of stuff the Province paid for we give the following:—

As we remarked before, we saw both of the above specimens of coarse attack and defence. We did not, however, refer to Adams going out of his way in his Times notes to vent his spite on the editor of the Advance in connection therewith. Mr. Adams knows that Mr. Smith has declined to have anything to do with him in any way, simply because of his extreme coarseness in private conversation as well as public debate, and if the Advance occasionally refers to him it is only because his public position renders it necessary. As for abusing him, he knows we have never done so. We have stated facts concerning his public career which, of course, sorry self reflect on his character and may seem to us our duty to do so again. Meaning, he should be prudent and not invite us to the discussion of a subject which it is always approach with a feeling that it is unsavory that we owe our readers an apology for handling it, but in which handling Mr. Adams can never be harmed. Mr. Smith once supported Mr. Adams politically, but was before he had learned his real character. Because that knowledge has led Mr. Smith to oppose him, Mr. Adams has missed no opportunity to traduce and vilify Mr. Smith as attempted in the "notes" to which we refer. He would, if he could, drag Mr. Smith down, in public estimation, to the level of himself, occupies. He may succeed, in some measure, but will yet learn the wisdom of bearing in silence the well-merited contempt of one who would prefer never to mention his name in these columns.

GODEY'S LADY'S BOOK for April comes to us as a pleasant mid-Lenten indulgence. The number is an excellent one, embellished by a suggestive frontispiece, "At Prayer," and many other attractions of the usual character. A very winning story, called "Beauty's Child," opens in this number, and "Janis" is brought to a conclusion. Next month we are to have from GODEY'S a new story by Christian Reid, called "An Instrument of Separation," which promises to be very interesting. The short stories in the April number are good and strong, "Miss Holba" particularly. A timely article on "The Soudan" opens a possible series, which will doubtless interest the readers of GODEY'S. The Presidential series closes this month with Grover Cleveland. A very neat little book has been compiled by the publishers of the magazine, and sketches that have appeared in the magazine. This is offered as a premium to club-raisers; and the general offer of book premiums has been extended for a month. This change is one that rarely occurs, and the wide-awake subscribers of GODEY'S are taking advantage of it. So much satisfaction with the books given away as premiums on every new subscription furnished by an old subscriber has been testified, that the publishers of the magazine have extended their original offer as above stated. It is such a liberal policy as has made it popular with the public, and that it has popularized GODEY'S LADY'S