

NORTHEMBERLAND COUNTY BY-ROAD APPROPRIATIONS FOR 1885.

Table listing road names and amounts for Alnwick Parish, including James Broad, Commissioner, and various roads like 'On road between Wm. and Jas. Mahoney'.

Table listing road names and amounts for Alnwick Parish, including James Robichaud, Commissioner, and various roads like 'On Phillis Breauz road'.

Table listing road names and amounts for Alnwick Parish, including John Robinson, Commissioner, and various roads like 'The McWilliams road'.

Table listing road names and amounts for Alnwick Parish, including Nicholas LeBlanc, Commissioner, and various roads like 'To expend on the Casey road'.

PORTAGE RIVER.

Table listing road names and amounts for Portage River, including Lazar Museroll, Commissioner, and various roads like 'Museroll to Russell's Big River'.

NORTH ESK PARISH.

Table listing road names and amounts for North Esk Parish, including Peter Russell, Commissioner, and various roads like 'Parish Line to McKay's Cove'.

Table listing road names and amounts for North Esk Parish, including John O'Shea, Commissioner, and various roads like 'From McLean's to Red Bank bridge'.

Table listing road names and amounts for North Esk Parish, including James Urquhart, Commissioner, and various roads like 'On road from parish line to Trout Brook'.

Table listing road names and amounts for South Esk Parish, including James Parks, Commissioner, and various roads like 'Peabody's to bridge'.

Table listing road names and amounts for South Esk Parish, including Michael Jardine, Commissioner, and various roads like 'From T. Murphy's through Williamstown to P. Keys'.

Table listing road names and amounts for South Esk Parish, including Wm. A. Tozer, Commissioner, and various roads like 'North side from Johnston's to Alex. Sutherland's'.

Table listing road names and amounts for South Esk Parish, including Samuel Betts, Commissioner, and various roads like 'Indian town to South Esk as far as Hopkins'.

Table listing road names and amounts for South Esk Parish, including Hugh Parker, Commissioner, and various roads like 'On the Becker road to Williamstown'.

Table listing road names and amounts for South Esk Parish, including Patrick Whelan, Commissioner, and various roads like 'On road from Renous bridge to Johnston's north side'.

Table listing road names and amounts for South Esk Parish, including Jacob Leighton, Commissioner, and various roads like 'From Bergan's to McKenzie's front road'.

Table listing road names and amounts for South Esk Parish, including John A. Underhill, Commissioner, and various roads like 'On the Shaddock road'.

BLISSFIELD PARISH.

Table listing road names and amounts for Blissfield Parish, including Michael Hanan, Commissioner, and various roads like 'John Connell's road'.

Table listing road names and amounts for Blissfield Parish, including George Sutherland, Commissioner, and various roads like 'To rail Vickery's brook bridge'.

Table listing road names and amounts for Blissfield Parish, including Christopher Whelan, Commissioner, and various roads like 'Amos road Great road to river'.

ROGERSVILLE PARISH.

Table listing road names and amounts for Rogersville Parish, including Peter Veno, Philip Arsenault and Miles Meyers, Commissioners, and various roads like 'To be expended where most required \$700'.

THOS. F. GILLESPIE, JOHN P. BURCHILL, MICHAEL ADAMS, WILLIAM A. PARK.

THE Subscriber intends again visiting Miramichi and surrounding country in May, to attend to the estate of the late Mr. H. J. MCGOWAN. Any persons who live in remote places and leave word with friends, will be called on at the time. H. J. MCGOWAN. April 28, 1885.

\$66 a week at home. \$5.00 out of free. Pay absolutely sure. No risk. Capital not required. Reader, if you want business call at persons of either sex, young or old, can make great pay all the time they work, with absolute certainty, write for particulars to H. HALLITT & Co., Portland, Maine.

THE STATION FARM. Chatham, where his services may be had on application to WM. DIXON, Farm Manager.

THE STATION FARM. Chatham, where his services may be had on application to WM. DIXON, Farm Manager.

THE STATION FARM. Chatham, where his services may be had on application to WM. DIXON, Farm Manager.

THE STATION FARM. Chatham, where his services may be had on application to WM. DIXON, Farm Manager.

Miramichi Advance.

CHATHAM, N. B. - MAY 28, 1885.

Our Pilots.

The organization of Miramichi pilots matters in their present form is, doubtless, an improvement on the old-time system in some respects, while in others it is the reverse, and, in one most important particular, decidedly so. The primary object of pilotage, in connection with our seaports, is to secure, as far as possible, the safety of shipping and to facilitate commerce. The law recognizes the importance and responsibility of the pilot's duties by giving him large privileges and pay. He is jealously protected in these privileges, and his pay is secured by one of the strongest and most readily responsive lien laws known. It is the presumption that his duties are arduous and the proper discharge of them exacting and attended with self-denial and exposure to danger, that has been held to justify the protective laws and regulations in his interest that have been grafted into the marine codes of all commercial nations. A system, therefore, which, in its practical administration, reduces the service rendered to shipping by the pilot to a minimum of effort and efficiency, while the obligations of ships are in no respect relaxed, is pernicious in its tendency and a direct injury to the commerce of the locality affected.

A few years since, before the Miramichi pilots were organized as they now are, there was no port in the world which had a more efficient pilotage service. We do not say that the service of to-day is inefficient, but no one acquainted with the subject can deny that it has deteriorated of late years in one important respect, viz., promptness in boarding vessels with the pilotage limits of the port. Complaints of shipmasters over the neglect of pilots in this respect are far more numerous and well-grounded than they should be, and it is the duty of our pilotage commission to deal with the matter in such a way as to restore the reputation of our pilot service to its former standard. Our information leads to the belief that the greater number of the pilots do not shirk their duty, but there are too many of them who make a study of how they shall secure the greatest possible indulgence of their natural indolence and love of ease through the monopoly which the new regime has opened to them.

Under the old system the pilot-boat that lay behind the islands in side of the bar, and the pilot who anchored his boat so that all hands might sleep or indulge in codfishing frolics in the bay, secured no business. Under that system our pilot boats were no strangers to the most remote parts of the Straits or even to St. Paul, the Bird Rocks and the Magdellens. Now there is a decided change. It is not an unusual occurrence for a vessel to make Point Escuminac and then be obliged to stand off and vainly looking for a pilot, while the boat having those on board whose "turn" it is to board and take charge of incoming ships, is lying quietly at anchor, with all hands below, asleep, or indulging in some equally culpable neglect of duty. In justice to the pilots who are faithful in the performance of their duty, and especially in the interest of the port, generally, these skulkers should be looked after more sharply. The pilots are supposed to cruise in the offing and be on the look-out for ships that are making the port. The pilotage dues fixed under the law are based on this supposition. If the pilots have the privilege of combining so as to minimize the expense and effort attending the service which the commerce of the port requires at their hands, it is a manifest injustice that they should be allowed to pocket full rates when they shirk their work. Unless a pilot is prevented by stress of weather from being in the offing, on the look-out for incoming vessels, he should be fined for not being there. The experience of the last year or two suggests the necessity of the Pilotage Commission fixing a limit outside of which weather permitting—pilots must board inward bound vessels, or be subject to the fines, to go into a fund to be divided at the end of the season among the pilots who have done faithful service. Unless this, or some other punishment and remedy for the neglect of duty complained of, is resorted to the evil will increase. If men will shirk their duty through selfish indulgence, and be indifferent to the claims of those who are required to pay well for good services while they receive but very indifferent ones, it is the duty of those in authority to punish them. Our pilotage commission is, no doubt, desirous of performing its duty thoroughly, while the best men among the pilots will not object to any regulation that may compel the lazy members of their guild to render more honest and efficient service. We therefore, refer to the subject, recognizing its great importance, and hoping that by so doing we may assist in the direction of duty those who have, perhaps, heretofore erred on the side of leniency which has been too often imposed upon.

Restigouche.

Nomination for the Assembly vacated in Restigouche County, caused by the resignation of Hon. Mr. Barabrie, who was appointed to the Legislative Council, is to take place on Monday, June 15th and polling on Monday, June 22nd. The indications at present are that William Murray, Esq., of Campbellton will be returned by acclamation. This will, undoubtedly, be the best course for the constituency to take, as Mr. Murray would, in all probability, be returned by a large majority over any man who would consent to run against him. There are, of course, other strong men in the County, but they favor Mr. Murray's candidacy with a unanimity which must be very gratifying to that gentleman, personally, and to the Local Government, of which he is an avowed supporter.

North Atlantic Steamship Company.

On Friday last the North Atlantic Steamship Company inaugurated direct steam communication between this port and the United Kingdom, via Charlotte-town, P. E. I., by the arrival here of the S. S. "Clifton," having on board steel rails for the Northern & Western Railway Company, besides some other general cargo. If there were any doubts about the reality of the intentions of this Company, or any supposition that the experiment of the enterprise would be made either in an abortive or cheap way, they must have been quickly dispelled when this fine steamer came up the river and lay alongside Muirhead's wharf. The port has been visited, during recent years, by many ocean steamers since this class of vessels have pushed their way into the lumber as well as all other trades, but this is the first one we have seen here that in appearance and outfit realizes the idea of a regular liner.

It is safe to say that outside of the Allen and Anchor liners no steamships visit the Maritime Provinces equal in all that constitutes stability, strength and seaworthiness to the Clifton. She is no "tramp," metamorphosed, nor was she built to sell, regardless of reputation when the point was worn off. When she left the stocks there was conscience in rolling a plate and driving a rivet. The Clifton is a fine vessel of 2,665 tons, bark-rigged and has a large spread of canvas, to be used in fair winds or on emergent occasions. Her length over all is 350 feet, beam 35 ft., and depth of hold to spar deck, 31 feet. The upper, or spar deck, runs flush from stem to stern and makes a promenade the whole length of the vessel. The main and lower 'tween decks are both iron. The upper 'tween deck offers unsurpassed accommodation for about 200 head of cattle—a fact which should attract those in that trade, especially in view of the excellent shipping facilities of the port. We look for the development of this export with good hope

of success. The vessel is divided into five water tight compartments which insure safety in this regard. The saloon and cabins are all situated midships and are handsomely fitted up. At present, there is accommodation for about 10 first-class passengers, nearly all of which is already taken up for this trip. Should the demand increase, the space adjoining the main saloon is so arranged that enlargement of the first-class passengers' accommodation to the extent of 20 or 30 more would be an easy matter. In other respects this steamer is fitted out with all the modern appliances, including steam steering gear, etc. The Company are to be congratulated on the good beginning they have made and we bespeak for them a liberal and patriotic support from the shippers of fish, cattle and other products from the North Shore and Prince Edward Island. Much patience will be required and expense incurred at first to develop the enterprise and, no doubt, some illegitimate competition from the direction of Halifax may be expected but there is nothing to prevent this port being the outlet of this section of the country if the people do their duty by their natural advantages. They have only to embrace the opportunity offered and the thing is done without much effort, on their part.

Interested Authorities.

The Advance, in a half-column article, labors, in its peculiar way, to create the impression that the Intercolonial Railway discriminates against Chatham and in favor of Newcastle in the matter of return tickets to and from St. John. We learn from Mr. Johnson, the ticket agent, that the time limit is exactly the same in both cases—namely, eight days. Both Chatham and Newcastle have been excepted from the short-time limit of the regulation. The regulation applies to Chatham Junction, of course, as well as to other way stations, but this is in no sense or shape a disadvantage to Chatham. With all due respect to Mr. Johnson and his "official information" (which we cannot however, accept with the Pinaforian confidence of the World) we submit that there are some things relating to railway policy which even so important a personage as a local ticket agent may possibly overlook. If the World and its informant will consult the railway returns with the intelligence which they, doubtless, desire the public to believe they are capable of applying to such subjects, they will learn that Chatham Junction, as a station of the Intercolonial, receives and despatches more freight and passengers than Newcastle. If the I. C. R. "regulators" make Chatham Junction a "way station" the public will perceive what the object of their so doing is. Mr. Johnson is an I. C. R. agent. The World is an I. C. R. (because it is a Dominion Government) organ. Therefore, anything that the I. C. R. does must be right, according to the two authorities. The Advance prefers to look through Chatham business spectacles, however, and it, therefore, continues to contend that the "way station" excuse for the four-day limit on return tickets between Chatham Junction and St. John is only a proof that the injustice thereof is intentional.

An Exciting Debate at Ottawa.

OTTAWA, May 22.—Mr. Blake, in the course of his speech last night referred to affairs in the Northwest. It was well known that since March last public peace had been broken, order has been violated, public authority defied and

The Northwest.

A despatch of May 18th from Victoria via Calgary May 24th says.— "The forces under General Stanger, engaged here, consist of 100 mounted men, one nine-pounder gun with Northwest mounted police escort, 20 men, 130 men of the 65th, 100 men of the Winnipeg Light Infantry, and twenty-seven wagons. The 65th came from Edmonton by rail, reaching here on Monday last. The remainder came by river in flat boats, arriving on Saturday. One hundred mounted men left yesterday morning for Saddle Lake. A party of scouts, which were despatched a few days ago to that point, returned with information that the place was entirely deserted. Some five hundred sacks of barley and a considerable quantity of flour, potatoes and other supplies were found there. The cavalry will secure and hold them until the advance is made on Tuesday, when the Alberta mounted infantry, 50 strong will have joined the 65th. They will proceed by trail with the remainder of the mounted force. The Winnipeg battalion will proceed by boat, carrying a month's supplies for the whole command. THE LAST "BIG BATTLE." "Alarming reports are current regarding the number of Big Bear's men. There has been so much unavoidable delay in the expedition that he has had time to recruit from every tribe in the district. The restless spirits and young men eager for reputation have left their own chiefs and have joined him until now he has a force of 800 men, all fairly armed. Most of the cattle he had been butchered and the meat dried and with this and the large quantity of provisions and plunder taken in his raids he is too much encumbered to move. He declares that he will make a stand at the Big Hills, between Frog Lake and Fort Pitt. The scouts say he intends placing his captives and his women and children at the front so that the troops may not be able to fire upon him. However, we have our artillery and from what is shown at drill a flank movement could be made as quickly as by cavalry. There will also be with us a mounted force of 150 men so that if Big Bear does make the stand, proposed he will give us the best possible chance of defeating him. The gun has an escort of 20 mounted police. The infantry number 340 and the teamsters are an armed reserve of 170. It is hoped that an immediate advance will be made, since we are distant scarcely 100 miles from Big Bear and his white captives.

THE SETTLER A SUFFERER.

These hardships have not been confined to the soldiers, but have spread far beyond to the peaceful settler, who had gone forth with his wife and children to make a home in the wilderness. The pioneer who undertakes a long wearisome journey, who encounters isolation and privation, and who looked for safety and security in every corner of our country, he, too, and those near to him have suffered. These settlers have done well in the great emergencies to which they were exposed. The lives of some of these have been lost, their

Four hundred volunteers are with him. Rev. Father Cochran is just in with a communication from Poundmaker, saying he will surrender unconditionally. The Indians are now coming in to talk with Gen. Middleton; they are thoroughly scared. There are about 40 half-breeds with them. The Indians number 2,000 souls. When the priest gave Poundmaker Colonel Otter's letters they all laid down their arms. This was on Thursday last. The Indians have already commenced moving in to surrender. The priest says the enemy were two days burying their dead at Cut Knife Hill—sixty at least. The rebellion is virtually over.

SASKATCHEWAN LANDING, May 25.—

After a serious delay the convoy of 150 tons with supplies for Col. Otter will leave to-day; as the trail north will be abandoned this will be the last train. All the trains not engaged will now proceed to Moose Jaw, where the base of operations has been changed to the river route. The steamer "Northcote" is daily expected here and will load with the balance of supplies for Clark's Crossing. The river is over three feet above low water mark. The weather is clear and cold.

WINNIPEG, May 23.—A Quebec despatch says a warner named Vinnette, in the Beaufort Asylum, in a letter to the press, denies the statement that Riel was not insane when an inmate of the asylum. He says the physicians of the asylum can prove that he suffered from acute mania, and Riel's keeper can testify to having narrowly escaped receiving a death blow from him during a fit of madness. He also states that Riel was admitted the same as the other patients, on an order from the government, and did not leave the asylum of his own free will, but was regularly discharged the same as other prisoners.

A despatch from Regina, N. W. T., says: The train carrying Riel arrived to-day, Capt. Young of the Winnipeg field battery in charge. He was taken to the barracks. From the time of Riel's capture to half an hour after his arrival here, he was under the control of Capt. Young, and was brought by him from Gardapour, crossing to Saskatoon on the steamer Northcote, and thence by train 124 miles in two and a half days. The trip was a very rapid one, but it was made without incident. The escort consisted of 16 men. The original destination was Winnipeg, but orders by telegraph met Capt. Young at Moose Jaw to hand his prisoner over to the police authorities at Regina and await orders. Riel is well, but showed some nervousness of being handed over to the police, and does not talk much. The other prisoners will likely be brought here for trial. A Montreal despatch reports that LeMetis, a rebels sympathizer, organ, says: "It took the sound of firearms to force the government to appoint a commission to look into the just claims of our mothers. The commission has employed the greatest diligence, and has not hesitated to adjust immediate difficulties of 10 years standing, and everywhere its action has given satisfaction. Riel and his friends have obtained their ends, had nothing else to do but lay down their arms on their first favorable opportunity. That occasion presented itself after the battle of Batoche. Gen. Middleton then wrote to Riel offering to submit his case and those of his friends to the civil tribunal of the country. In accepting the proposition they have shown once more that they did not desire the effusion of blood, but simply the redressing of the grievances of which they have so long complained." The article calls for an organization to defend those who after fighting bravely for their rights, are in danger of being assassinated by fanatics who steeped in blood, are doing all in their power to bring them to the scaffold.

NOT TO GO.—The portion of the New Brunswick provisional battalion ordered out for service in the Northwest, and which has been in camp at Sussex for several days, has been ordered home again, the rebellion being practically at an end.

RESTRUCTION HAS RAISED ITS HEAD IN THE NORTHWEST.

Five thousand of our sons have been put in the military by the government, with the willing support of the people of the country. Bloody engagements have been fought, the lives of some of our best and bravest sons have been lost, and many wounded. From the natural course of events some have died and others will suffer from hardships incidental to wars. These hardships, difficulties and infirmities have been borne without complaint. We know that the families and friends of these volunteers have suffered—not only in feeling, but in comfort. The pittance they are paid in money does not support some of them, and the public of the various localities have been obliged to come forward in order to keep the wolf from the door of the wives and children of those who are fighting battles in the Northwest. In the course of these transactions the battle array by and by the courage and endurance displayed in their long marches and in the field they have surpassed even our great expectations. (Hear, hear and cheer.) From a military point of view it would be unfair not to say that those deeply wounded, misguided, unhappy men who took up arms have fought with skill, bravery and determination. It would be doing less than justice to our own forces to say less than that. The character of these acts depend largely upon the skill of those against whom they had to contend. These unhappy settlers fought desperately, and they, too, have died.

THE SAVAGE INDIAN

has done well and opened up his career of slaughter, rage and pillage which the outrageous dusky redskins call war. Against these too our sons have done nobly. The casualties in these combats considering the numbers engaged have been very great. The deaths from battle on the side of the loyal forces have been so far 66, and the wounded 119. The deaths on the side of the insurgents are said to be 64 and wounded 191. The bodies of 105 Indian braves were counted on the field after the attack on Poundmaker. Mr. Blake here recounted the number of killed in several European wars, and showed by comparison that the loss in the present rebellion was heavier than in many of these wars. Six thousand French once met 50,000 Moors and, after a desperate fight, scored a decisive victory over them with a loss in all of 17 killed and 96 wounded.

THE REBELLION VIRTUALLY OVER.

BATHURST, May 24.—The steamer "North West," with Gen. Middleton on board, came in at 9 o'clock this evening.

THE REBELLION VIRTUALLY OVER.

BATHURST, May 24.—The steamer "North West," with Gen. Middleton on board, came in at 9 o'clock this evening.

THE REBELLION VIRTUALLY OVER.

BATHURST, May 24.—The steamer "North West," with Gen. Middleton on board, came in at 9 o'clock this evening.

THE REBELLION VIRTUALLY OVER.

BATHURST, May 24.—The steamer "North West," with Gen. Middleton on board, came in at 9 o'clock this evening.

THE REBELLION VIRTUALLY OVER.

BATHURST, May 24.—The steamer "North West," with Gen. Middleton on board, came in at 9 o'clock this evening.

THE REBELLION VIRTUALLY OVER.

BATHURST, May 24.—The steamer "North West," with Gen. Middleton on board, came in at 9 o'clock this evening.

isolated homes have been destroyed, and the labor of years swept away in weeks.

MORE DESTRUCTION

may occur as the Indians are still on the war path. The government has boasted of knowing best of all people how to manage the Indians; they have boasted that they treated the early explorers and pioneers of mixed blood wisely, liberally, prudently and faithfully. The premier has only recently said that the Indians had no grievances. The government has proclaimed that in the Northwest there were no grievances, nothing to disturb the peace. So certain therefore, of it, the cabinet made their progress through that country a few months ago.

"ALL WELL," WAS THEIR CRY.

The minister of public works went up at the desire of his chief, Sir John, to spy out the grievances that even his microscopic eye could discover, if any grievances there were. The result of his arduous labors was summed up in a public speech, in which the hon. minister said that the met two men who were discontented, and that their complaint was that there was not enough women in the country. Some of us thank God that there are no more, said Mr. Blake. Only a short time has elapsed since these visits and reports, and what is the condition of things to-day? Mr. Blake here read from the Saskatchewan Herald, which stated that one month ago the finest field in Canada was the Saskatchewan Valley, and to-day it is most desolate. He also read from the Toronto Mail, to show the deplorable state of the country, with war-painted savages on the trail. It would be impossible to expect immigration for years.

OUR GRAND HERITAGE

now offers no attractions for those who are looking for settlement. The Northwest has thus been thrown back at a time most critical for the country. The management of the Indians added much to the responsibility, in a country sparsely settled with whites, of those who undertook that charge, but the government had considerable advantages in this respect. They had dearly bought the experience of 1869, and had the advantages of settlement in 1870 and the money and officials they desired to carry on the government of the territories. They had, besides it, the privilege of negotiating and dealing with the half-breed, the link between the Indian and white man. In this connection he paid a high compliment to the civilizing influence of the missionaries in the Northwest, but with all these advantages rebellion has raised its head and

A WOUNDED PEOPLE

cry out for justice and take up arms to do battle with the government to-day. He was not saying the government had not done its duty in its management of Northwest affairs, but the house had the right to the facts in order that they may judge how the government have done their duty. Since the government took power in 1879, five years have passed and what has been done with this question? He next alluded to the innumerable complaints received and published in the press.

SURELY THIS WAS A WARNING NOTE

and he wanted to know what had been done either by the government or its officials, or by the Hudson Bay officers? His desire at present was merely to show the house that the duty of the government was to inform themselves fully and soon, so that they may judge of the government's management of the Northwest affairs. (Prolonged cheers.)

SIR JOHN.

Sir John Macdonald characterized Mr. Blake's speech as ignoble. The Government, he said, are aware of their responsibility and know that during their administration an outbreak had occurred, and when the proper time came they were prepared to present their case to the people. The government had purposely withheld the papers asked for, because their publication would jeopardize the lives of many now at the mercy of the insurgents. Although Riel is a prisoner, Gabriel Dumont with a large number of followers was at large and inciting the Indians to rise. The Indians had no cause to complain. He accused Mr. Blake of attempting to embarrass the government and gain a party victory by his action, and said he (Blake) cared nothing about the people in the Northwest. (Cries of shame, shame.) When the proper time arrived, and after the rebellion was over, the papers asked for would be brought down.

SIR RICHARD CARTWRIGHT

said that if there be one feeling common to both sides of the house on the present occasion, it must be a feeling of profound disappointment that a man who occupies the position of first minister of Canada can find no better answer to give to the reasonable demands of his honorable friend (Blake) than those just listened to. The leader of the opposition long ago asked for information which should have been supplied to the house. Instead of attending to urgent business the premier had forced upon the house an obnoxious measure, the franchise bill, for no other purpose than to deprive the opposition of an opportunity of calling him to task for that misgovernment which has sent this country into rebellion. During his parliamentary experience, he had never seen the leader of the government act so disgracefully as at present, or refusing information on a question which this country had a right to know. One argument Sir John had fallen back on his old argument of patriotism. Dr. Johnson had once said that patriotism was the last refuge of a scoundrel. He (Sir Richard) would supplement this by stating that the last defence shifting for the purpose of refusing just information to which the first minister has invariably resorted is the accusation that it is unpatriotic to ask, unpatriotic for the representatives of the people to inquire what they should know. Blood has been wasted and the future of this country is seriously imperilled. No doubt it would be more convenient for the government to wait until memories of this unhappy event had faded out of men's minds before bringing down the papers. The papers demanded would show that owing to the Government's mismanagement much destruction of lives had occurred and that the crime was due to agents or perhaps to greater criminals who might be beyond the bar of justice for the present. The government of this country had proven themselves unable to discharge the most fundamental of their duties, to preserve peace and order in the country. The government are condemned by their own acts. If there was no mismanagement, why did the government of Canada, while the rebellion was still rampant, issue a commission? They were blind to the warnings given in the press of the dissatisfaction all over the Northwest. In conclusion he referred to the arrogance of Sir John, and said that ere long the premier would be shown by the people of Canada that he was their servant and not their master. (Cheers.)

MIL CAMERON

Mr. Cameron (Huron) held the government responsible for the rebellion. Riel

Advertisement for 'SEEDS! SEEDS' including Cabbage, Tomato, Lettuce, Celery, Cauliflower, Thyme, Sweet Marjoram. Also 'THE MEDICAL HALL' by J. D. F. MACKENZIE.

Advertisement for 'WE SELL POTATOES, SPILING, BARK, R. R. Ties, Lumber, Laths, Canned Lobsters, Mackerel, Berries, Potatoes, Fish, Etc.' by Hatheway & Co. 22 Central Wharf, BOSTON.

Advertisement for 'ZULU CHIEF' featuring a horse and rider. Text: 'THE Subscriber intends again visiting Miramichi and surrounding country in May, to attend to the estate of the late Mr. H. J. MCGOWAN.'

Advertisement for 'THE STATION FARM' by Wm. Dixon, Farm Manager. Text: 'Chatham, where his services may be had on application to WM. DIXON, Farm Manager.'