Miramichi Advance.

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

Our Pilots.

on the old-time system in some

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

jealously protected in these privileges,

strongest and most readily responsive

lien laws known. It is the presump-

exposure to danger, that has been

held to justify the protective laws

and regulations in his interest that

have been grafted into the marine

system, therefore, which, in its prac-

tical administration, reduces the ser

vice rendered to shipping by the

pilot to a minimum of effort and

efficiency, while the obligations of

the port. Complaints of shipmasters

respect are far more numerous and

and it is the duty of our pilotage

commission to deal with the matter

mer standard. Our information leads

to the belief that the greater

number of the pilots do not shirk

them who make a study of how

monopoly which the new regime has

boat that lay behind the islands in

St. Paul the Bird Rocks and the

Magdellens. Now there is a de-

stand off and on vainly looking for a

below, asleep, or indulging in some

be looked after more sharply. The

pilots are supposed to cruise in the

offing and be on the look-out for ships

age dues fixed under the law are

based on this supposition. If the pilots

have the privilege of combining so as

to minimise the expense and effort at-

tending 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

tine, the fines to go into a fund to be

divided at the end of the season among

the pilots who have done faithful ser-

vice. Unless this, or some other pun-

ishment 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, de-

importance, and hoping that by so do-

ing we may assist in the direction of

Under the old system the pilot-

opened to them.

in such a way as to restore the repu-

reglect of pilots in this

The organization of Miramichi

NORTHUMBERLAND COUNTY BYE-ROAD APPRO-" Peabody's to bridge, 15 00 " Highway to Baisly's, 5 00 PRIATIONS FOR 1885. " highway to J. Urquhart,s,..... (Continued from last week) " highway to river at Kingston's, ALNWICK PARISH. SOUTH ESK PARISH. James Brown, Commissioner. James Parks, Commissioner, From Parks' road to Red Bank bridge, \$15 00 On road between Wm. and Jas. Mahoney, \$5 00 " main road to Red Bank bridge..... On the Moreman road, From great road to Lloyd's, To repair bridges in District, Great rood to Morrison's, Burnt Church 15 00 On David Gilles road, 5 00 respects, while in others it is the From Anderson's to Burnt Church river at To pay Jas. Gilles balance due on bridge, . . . mill,.... From Redbank road to Hopkins', 60 00 On Chas. Hickey's road, Road on Bank Oak Point.... 5 00 Michael Jardine, Commissioner. Road to White's Creek..... From T. Murphy's through Williamstown to On the Buoy road, P. Keys, From Jacob Tozer's to Williamstown..... On the McDonald road..... 10 00 "George Scott's to 10 00 On Delaney road east side Bartibogue, ... On the old boom road..... 10 00 recognises the importance and respon-From Mahoney's to Wall's, " the High Road... From Eagan's to Post Rrad, From Enoch Tweedie's to Derby Line. 10 00 him large privileges and pay. He is James Robichaud, Commissioner. Wm. A. Tozer, Commissioner. On Phillos Breaux road,..... North side from Johnston's to Alex. Suther-On Philip Savoy's road,.... 30 00 On Savoy and Martin's road, South side Red Bank to Blackmoor's front road 10 00 On Martin's road, lower Neguac, From Blackmoor's to Travers'. On the Guthro road..... " Travers to Geo. Tozer,.... 15 00 tion that his duties are arduous and Peter Davidson's road, " Blackmoor's to High Road..... Fair Isle road to River des Caches..... " John Tozer's to Highway, 20 00 and attended with self-denial and Fair Isle road to Neguac, " Paine's to John Stewart's, 15 00 Fair Isle road to Stymiest,.... " Jas. Holmes' to Harris' front road...... 5 00 To rail bridge on Stymiest road,..... DERBY PARISH. On White and LeBritton's road, On Sam'l Breaux, jr. road,.... Samuel Holts. Commissioner. Indiantown to South Esk as far as Hopkins, \$50 00 codes of all commercial nations. On road past David Drysdale's,..... Jardine's Hill to Ferry..... 5 00 On Stymiest road lower Neguac,..... On the Bryanton road,.... Hubert Robicheaud road,.... Highway to Peter Kelly's 10 00 Jules Savov road, On Philip Kelly's, road, Indian Brook road, Savoy's road, Lower Neguac, 10 00 Hugh Parker, Commissioner On the Parker road to Williamstown, Joseph Robicheaud road, 5 00 ships are in no respect relaxed, is per-"road in rear 1st Concession Lots.... Augustus Allain's road,..... " the Betts' road to Williamstown, 20 00 nicious in its tendency and a direct Oliver Savoy's, jr., road, " Clancey road to South Esk, 10 00 injury to the commerce of the locality Veno Savov's road..... From Railway Bridge to Wilson's Point and Oliver M. Thibedeau's road,.... from Wilson's Point to North west.... Oliver Allen's road, Bridge on the Haines' road, 10 00 Joseph Savoy's road, Jas. Breaux road..... BLACKVILLE PARISH. Jas. Robicheaud's road..... 5 00 Patrick Whelan, Commissioner. Enhriam Robicheaud road, On road from Renous bridge to Johnston's Damien White road..... " Johnston's to Colpaugh's, Benj. Drysdale's road, 40 00 5 00 but no one acquainted with the sub-To pay John L. Robicheaud balance due " Girvan road to Lockstead. " Renous bridge to Tucker's, south side, 15 00 | ject can deny that it has deteriorated " road from Tucker's to Turner's, On the Letson road, Neguac, " Dan Sullivan's road, Thos. Savoy, jr, road, " Mrs. McCann's at highway to Denis Hogan's 5 00 Stanislaus Savoy road,.... Thadeus Roy road,.... 5 00 Jacob Leighton, Commissioner. From Bergan's to McKenzie's front road, 20 00 John Myshrall, " Forks to Sabies river..... River de Cashes to shore..... Leighton's to Shinnick's north side Cains River 30 00 Goodin and Edmund's road,.... to Parish line east side of Southwest 10 00 John Robinson, Commissioner, On Wm. Colford's road and bridge, The McWilliams road..... From Donalds to Horse Shoe, Indian Point road..... " Shinnick's to Parish Line, Road to John Wishart's..... " Thos. Leighton's to highway,..... 10 00 " John Curran's road, 10 00 tation of our pilot service to its for-Road north side Tabusintac River..... " highway to Mrs. Murdock's including re-Wm. Robertson's road..... pairs to hill..... Road to John Campbell's,.... Jas. Donald's road. Road south side Tabusintac river. Road to Michael Whalen's, On Frank Breaux road..... 10 00 their duty, but there are too many of Road to Jas. Porter's, " the Malpeck road,..... " Ross and Edmund's road,.... 5 00 John A. Underhill, Commissioner. 10 00 they shall secure the greatest possi-" road past Patk. Grattan On the Shaddock road..... Kehoe road. 5 00 ble indulgence of their natural indo " McRobey road,..... From Jas. Underhill's to Trout Brook, From McLeod's mill to Stymiest's,..... 10 00 10 00 lence and love of ease through the highway to Railway at Jas. Coughlan's On Johnston and Grattan road, highway to McAlpine's, south side Bartholo-.. Gaspereaux road, mews River, McCallum's to Dick's.... From Connors to Dungarvon, Blake's mill to Stymiest road,.... B. & T. Underhill's to Gillespie's and Balancedueon Murdock McKenzie, s bridge, thence to Mr. Bateman's, On road north side French Cove, On road north side Bartholomews River, " road to Petrie's mill. From Hugh McCormack's to bridge. " the McKenzie road, On Wm. Hogan's road, 5 00 frolics in the bay, secured no business. Eutrope Breaux road..... From Post Road to Coughlan's, " Joseph Curtis to Railway, 25 00 Under that system our pilot boats Nicholas LeBlanc, Commissioner. On Lemuel Coffin's road, 10 00 were no strangers to the most re-To expend on the Casey road, \$20 00 John Arbo's to highway, 10 00 | mote parts of the Straits or even to PORTAGE RIVER. BLISSFIELD PARISH. Lazor Museroll, Commissioner. Michael Hanan, Commissioner. John Connell's road..... 5 00 cided change. It is not an unusual Museroll to Russell's Big River, 10 00 Kerwin's to parish line, Fidelle Roussell road, 5 00 occurrence for a vessel to make Point Kerwin's to Mahony's...... 10 00 Escuminac and then be obliged to Marcel Hache's road, On McLaughlan road. From Bridge to Burk road, 5 00 From Hannans to shore, Holmes to Museroll road. 10 00 15 00 pilot, while the boat having those on From Great Road to shore, Driscoll's to Duff,s 10 00 board whose "turn" it is to board and Post road to Portage River bridge, To pay Ben Roussell bal. com. on bridge, Arbo's to Murray's 10 00 ing quietly at anchor, with all hands Murray's to Connell's,.... Great Road to Xavier Myshrall's, south side,.... Connell's to Mahoney, s, 10 00 5 00 equally culpable neglect of duty. John M. Russell's road,.... From B. Russell's to J. M. Russell's road, Holmes to Marshall Hache's road south Samuel Betts, Commissioner. side,..... 5 00 From Swim's barn to Big Hole brook, \$30 Doak's meadow road to be expended on rear, NORTH ESK PARISH. Highway to Chas. Mitchell's, 10 Swim's barn to Joseph Beek, Peter Russell, Commissioner. Joseph Barry's to Chapel, including Crowley On road to Gilks' road, \$10 00 George Sutherland, Commissioner To rail Vickery, s brook bridge, \$15 Highway to Russell's Point John Menzie's, . . . 10 00 Doaktown to Blackville Line, 25 Old Boom road, 5 00 B. Hogans to Redgate..... 10 Mill Stream Point road. D. Weaver to highway..... Anthony Cain's road, 10 00 Weaver's to Brook Hill, New road to Samuel Sherard s, 10 00 Boom road at O'Shea's, 10 00 To pay B. Hogan balance due..... John O'Shea, Commissioner. From McLean's to Red Bank bridge, \$10 00 LUDLOW PARISH Wild Cat Brook Bridge, 25 00 Amos road Great road to river..... \$30 Wild Cat Brook to Trout Brook, 25 00 Highway to river at John Weden's, 5 00 Big Hole Brook to McElwee's, north side river, 15 Highway to river at Oldfield's, Price's to County Line north side 30 To repair Trout Brook bridge, 10 00 On Burk road south side 5 Highway to J. W. O'Shea's, Porter's Cove road, 10 Trout Brook bridge to Chaplain Island past . . Texas River road to County Line, 10 Shaddock's, 10 00 Porter's Cove bridge to Pleasant Ridge Sett... 15 Trout Brook bridge to Chaplain Island past John Russell's, 10 00 ROGERSVILLE PARISH. Highway to Russell's Point, Peter Vieno, Philip Arseneau and Milen Meyers, Commissioners. Highway past Sam Sherar, To be expended where most required \$700 Less this amount already paid 200 James Urquhart, Commissioner. On road from parish line to Trout Brook, 20 00 From Trout Brook to Rolf's bridge, THOS. F. GILLESPIE. " Rolf's bridge to Allison's including repairs to bridge at Way's Brook, 20 00 JOHN P. BURCHILL, From Allison's to Jas. Allison's 10 00 MICHAEL ADAMS, " Allison's to Denis' old house, WILLIAM A. PARK. " Highway to Robt. Mullins,

To the Electors of the County of Restigouche.

At the request of a large number of Electors from different parts of the County I have con-sented to be a Candidate for the seat in the Legis-lative Assembly made vacant by the appointment of the Hon. J. C. Barbarie to the Legislative

Council.

If elected, I intend to support the present administration and I will work to promote the best terests of the County and Province generally. WM. MURRAY. Yours truly, WM. Campbellton, N. B., May 18th 1885.

SEEDS SEEDS!

Cabbage, Tomate. Lettuce.

> Celery, Cauliflower. Thyme. Sweet Marjoram.

The above named Seeds in all the favorite varities have arrived. Balance of our Seeds will arrive shortly. They are from the Best Seed Houses in America and GUARANTEED FRESH

THE MEDICAL HALL J. D. B. F. MACKENZIE,

hatham, N. B., April 2, 1885.



R. R. Ties, Lumber, Laths, Canned Lobsters, Mackerel, Berries, Potatoes, Fish, Etc.

Best Prices for all Shipments. Write fully for Quotations.

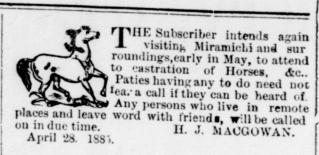
5 00

MAY, 1885

Hatheway & Co. General Commission Merchants. 22 Central Wharf, BOSTON Members of Board of Trade, Corn and Mechanic Exchanges.

NOTICE.

Application will be made to the Legislature of New Brunswick at its approaching session for the passing of an Act to provide for the Amalgamation of the Street and Fire services of the Town of Dated at Chatham, this tenth day of February



The Ca week at home. \$5.00 outfit free. Pay to the subject, recognising its great Topological not required. Reader, if you want business at which persons of either sex, young or old, can make great pay all the time they work, with absolute certainty, write for particulars to H. HALLETT & Co., Portland, Maine.

"ZULU CHIEF,"

THE STATION FARM, graph which, most people will think, attract those in that trade, especially in

MR. DANIL DIXON, Farm Manager WM. DIXON, Groom.

sirous of performing its duty thorough-Paties having any to do need ly, while the best men among the ear a call if they can be heard of. pilots will not object to any regulation Any persons who live in remote with friends, will be called H. J. MACGOWAN. that may compel the lazy members of their guild to render more honest and efficient service. We therefore, refer

duty those who have, perhaps, heretofore erred on the side of leniency which has been too often imposed upon. Too Bad.

A North Shore correspondent, who sends his name in confidence, writes the TELEGRAPH to say that the published account of the suffering at Rogersville was much overdrawn. Meanwhile careful inquiry will be made, and due precautions observed that the donations from St. John and elsewhere will be distributed only to The above well-known Trotting Stallion will the really destitute.

in publishing it just at the time when of the port. We look for the develop-

Rogersville. Whoever the correspondent referred to may be it is evident doing what he can to prevent needed pilotage matters in their present assistance being extended to a large form is, doubtless, an improvement number of his fellow creatures in dis. tress. It is evident that interested parties are endeavoring to create an impression that there has been too much said concerning not only the destitution at Rogersville but the causes which have largely contributed to it. We had one local journal—the Advocate possible, the safety of shipping and last week treating the reports concern- gear, etc. to facilitate commerce. The law ing the condition of things there as news, when members of the community 35 00 sibility of the pilot's duties by giving had, two or three weeks since, been called upon to donate provisions and money for the sufferers. We had another paper-the World-permitting its and his pay is secured by one of the columns to be used by an anonymous and interested writer for the purpose of denying facts stated by us showing how the settlers had, in some instances, 10 00 the proper discharge of them exacting been defrauded by those who employed them. Writers of this stamp always send their names "in confidence." They have little human sympathy, though they may appear to be of sufficiently by their natural advantages. They good standing to secure for their statements the quasi endorsement and influence of the press. There was a time when the Telegraph would have had so serious a matter as the Rogersville distress investigated by a member of its staff, before taking the responsibility of impeding the current of relief on the ipse

Interested Authorities.

dixit of an interested "confidential"

correspondent.

The Advance, in a half-column article, labors, in its peculiar way, to create the A few years since, before the Mirimpression that the Intercolonial Railway amichi pilots were organized as they discriminates against Chatham and turn tickets to and from St. John. world which had a more efficient earn from Mr. Johnson, the ticket agent. pilotage service. . We do not say that the time limit is exactly the same cases-namely, eight days. Both that the service of to-day is in efficient Chatham and Newcastle have been excepted from the short-time limit of the gulation. The regulation applies to hatham Junction, of course, as well as to of late years in one important re other way stations, but this is in no sense or shape a disadvantage to Chatham. spect, viz. promptness in boarding Wish all due respect to Mr. Johnson vessels while the pilotage limits of

and his "official information" (which we cannot however, accept with the Pinaforian confidence of the World) we submit that there are some things well-grounded than they should be, relating to railway policy which even so important a personage as 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 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 20 00 side of the Bar, and the pilot who an- I. C. R. does must be right, according chored his boat so that all hands to these two authorities. The ADVANCE might sleep or indulge in codfishing 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.

Restigouche. Nomination for the Assembly vacancy in Restigouche County, caused barie, who was appointed to the Legislative Council, is to take place on Mon- (at an end. day, 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, ful in the performance of their duty, be the best course for the constituency port, generally, these skulkers should probability, be returned by a large majority over any man who would consent to run against him. There are, course, other strong men in the County that are making the port. The pilot- but they favor Mr. Murray's candidacy with a unanimity which must be very gratifying to that gentlemen, 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 Charlottetown, P. E. I., by the arrival here of the S. S. "Clifton," having on board steel rails for the Nor hern & Western Railway Company, besides some other general cargo.

If there were any doubts about the

reality of the intentious of this Company, or any supposition that the experiment of the enterprise would be made either in an abortive or chean 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 realises the idea of a regular

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 The above is from the St. John Tele- head of cattle-a fact which should exercised its discretion very unwisely view of the excellent shipping facilities

by the Relief and Aid Committee to of success. The vessel is divided into contribute towards abating the destitu- five water tight compartments which tion and actual starvation prevailing at insures safety in this regard. The saloon and cabius are all situated midships and are handsomely fitted up. that he is either wilfully or ignorantly 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 ter's letters they all laid down their arms. space adjoining the main saloon is so arranged that enlargement of the firstclass passengers' accommodation to the extent of 20 or 30 more would be an easy matter. In other respects this Hill-sixty at least. The rebellion is steamer is fitted out with all the modern appliances, including steam steering

> The Company are to be congratulated on the good beginning they have made and we bespeak or 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 de- the balance of supplies for Clark's Cross- that their complaint was that there was velope the enterprise and, no doubt, ing. The river is over three feet above not enough women in the country. Some some illegitimate competition from the low water mark. The weather is clear of us thank God that there are now no 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 have only to embrace the opportunity offered and the thing is done without much effort, on their part. The question of a market for our

fresh salmon is pressing for settlement.

the United States and the opening of Europe must ultimately be our market. prisoners. Why not at once utilize the chance this Company presents to open new says: The train carrying Riel arrived here favor of Newcastle in the matter of re- out the peculiar geographical position occupied by Miramichi towards the North Shore of this Province and Prince Edward Island. It is as central as it is metropolitan, commercially. It is the only port between Quebec and Halifax with depth of water and volume of trade to warrant the success of a line of ocean steamers. It is in direct Railway communication with all parts of the Dominion. The European mail passes through here winter and summer. The trans-Atlantic passage is almost as short and quite as accessible as Halifax and the navigation of the Gulf and the approach to the port are not fraught with the dangers of currents and fogs which have made the coast of Nova Scotia an ocean cemetery. The opening of the Northern & Western Railway will bring within a few hours' travel of our doors the wealth of the St. John Valley and the fertile counties of Carleton, Victoria and Madawasda, to say nothing of the Western portion of the state of Maine; with this region and its resources within reach of our natural advantages as a port of export, we must be recreant and supine if we do not pull a large share this way. Let us, at least, try in such a fashion that the fault will not be our own if this enterprise is not

> DAMAGED BRIDGES.—Chief Commissioner Ryan, who has made a personal inspection of the upper St. John River Bridges damaged by the spring freshet, estimates that the repairs necessary vil! cost about \$20,000.

Nor to go. - The portion of the New Brunswick provisionsl battalion ordered out for service in the Northwest, and which has been in camp at Sussex by the resignation of Hon. Mr. Bar- for several days, has been ordered home again, the rebellion being practically has been broken, order has been violated,

The Northwest.

A despatch of May 18th from Victoria via Calgary May 24th says. -"The forces under General Strange, en riving 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 Alberta mounted infantry, 50 strong proceed by trail with the remainder of talion will proceed by boat, carrying a

THE LAST "BIG INJUN." "Alarming reports are current regard ing the number of Big Bear,s men. There has been so much unavoidable de lay 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 have been butchered and the meat dried and with this and the large quantity of pro visions and plunder taken in his raids he is too much encumbered to move. H 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 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.

McLeod, whose people live here, has gone alone into Big Bear's camp to do sonally acquainted with Big Bear.

THE REBELLION VIRTUALLY OVER.

Four hundred volunteers are with him. Rev. Father Cochin is just in with a communication from Poundmaker, saving he Middleton; they are thoroughly stared. There are about 40 half-breeds with them. The Indians number 2,000 souls. the priest gave Poundmaker Colonel Ot-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 virtually over.

says a warder named Vincellette, in th Beauport Asylum, in a letter to the press, denies the statement that Riel was not insane when an inmate of the asylum. He prove that he suffered from acute mania, narrowly escaped receiving a death blow The Pacific coast is pushing us out of also states that Riel was admitted the expect immigration for years. same as the other patients, on an order

by fauatics who steeped in blood, are

doing all in their power to bring them to the scaffold.

camped here, consist of 100 mounted and especially in the interest of the to take, as Mr. Murray would, in all men, one nine-pounder gun with Northwest mounted police escort, 20 men. 150 men of the 65th, 100 men of the Winnipeg Light Infantry, and twenty-seven waggons. The 65th came from Edmonton by trail, reaching here on Monday last. The remainder came by river in flat boats, ar-

> the advance is made on Tuesday, when will have joined the 65th. They will the mounted force. The Winnepeg batmonth's supplies for the whole command.

SASKATCHEWAN LANDING, May 25 .-After a serious of delays the convoy of 150 teams with supplies for Col. Otter will leave to-day; as the trail north is to 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

WINNIPEG, May 23. - A Quebec despatch

barracks. From the time of Riel's capture up to half an hour after his arrival here, he was under the control of Capt. Young, and was brought by him from Guardapuy's crossing to Saskatoon on the steamer Northcote, and thence by train 154 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 Reginia 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 rebel sympathizers' organ, says: "It took the sound of firearms to force the government to appoint a commission to look into the just claims of our brothers. 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 having obtained their ends, had nothing else to do but lay down their arms or 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 thos 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 brazely for their rights, are in danger of being assassinated

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 public authority defied and

INSURRECTION HAS RAISED ITS HEAD in the Northwest, Five thousand of our sons have been put in the battle array by the government, with the willing support of gagements have been fought, the lives of been lost, and many wounded. From the down. 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 TROOPS HAVE DONE NOBLY and by the courage and endurance dis played in their long marches and in the field they have surpassed even our great expectations. (Hear, hear and cheers.) From a military point of view it would be unfair not to say that those deeply wronged, 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 sav 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 as donned war paint and opened up hi career of slaughter, rage and pillage which the outrageous dusky redskins call war. Against these too our sons have done nobly The causalties 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 SETTLER A SUFFERER. These hardships have not been confined

to the soldiers, but have spread far beyond Rev. Canon McKay (Episcopal) from to the peaceful settler, who had gone forth with his wife and children to make a home in the wilderness. The pioneer who what he can to alleviate the sufferings of undertook a long wearisome journey, who release. He is a Cree half-breed and per- who looked for safety and security in long the premier would be shown by the every corner of our country, he, too, and those dear to him have suffered. These BATTLEFORD, May 24.—The steamer settlers have done well in the great emer-"North West," with Gen. Middleton on gencies to which they were exposed. The the people of St. John were being asked ment of this export with good hope board, came in at 9 o'clock this evening. lives of some of these have been lost, their

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

MORE DESTRUCTION will surrender unconditionally. The In- may occur as the Indians are still on the dians are now coming in to talk with Gen. war path. The governmen 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 themselves 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 resuit of his arduous lahors was summed up in a public speech, in which the hon, minister said that he met two men who were discontented, and 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 Saskatche wan Herald, which stated that one month ago the finest field in Canada was the says the physicians of the asylum can Saskatchewan Valley, and to-day it is most desolate. He also read from the and Riel's keeper can testify to having Toronto Mail, to show the deplorable state of the country, with war-painted savages from him during a fit of madness, He on the trail. It would be impossible to

OUR GRAND HERITAGE the Canada Pacific Railway will not from the government, and did not leave now offers no attractions for those who are mend matters for us in Western Can- the asylum of his own free will, but was looking for settlement. The Northwest ada, so that the United Kingdom and regularly discharged the same as other has thus been thrown back at a time most critical for that country. The manage. A despatch from Regina, N. W. T., ment of the Indians added much to the responsibility, in a country sparsely setchannels for this important and valu- to-day, Capt. Young of the Winnipeg field tled with whites, of those who undertook able product? It is needless to point battery in charge. He was taken to the 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-breeds, the link between the Indian and white man. In this conn exion 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 WRONGED PEOPLE

ery 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 man agement 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 govern. ment'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 has 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 the people of the country. Bloody en - of shame, shame.) When the proper time arrived, and after the rebellion was over, some of our best and bravest soms have the papers asked for would be brought

> SIR RICHARD. 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 opposi tion 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. Once again 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 degrading shift for the purpose of refusing just information to which the first minis. ter has invariably resorted is the accusa ion 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 conals who might be beyond the bar of justice for the present. The government of this coun try had proven themselves unable to dis charge the most fundamental of their duties, to preserve peace and order in the country. The government are condemn. ed by their own acts. If there was no mismanagement, why did the government of Canada, while the rebellio was still rampant, issue a commission? There they stood condemned. They were wilfully blind to the warnings given in the press of the dissatisfaction all over the Northwest. In conclusion he referred to the the captives, and to try to arrange their encountered isolation and privation, and arrogance of Sir John, and said that ere

people of Canada that he was their servant and not their master. (Cheers.) MR. CAMERON Mr. Cameron (Huron) held the government responsible for the rebellion. Riel