chell, Call, Adams & Co. found this ar-

tion they desired to see prevailing among

lish a rival line at Dominion expense.

This new champion of Mr. Hut-

chison refers to that gentleman as the

victim of our ingratitude. He says-

editor of that sheet could being himself

to attack in such a vicious manner a gen-

ported by the Advance whenever his name

to the scheme as follows,-

The line, as surveyed, will terminate

notice of application to the local legisla

ture for incorporation of a company to

point in the middle district of Newcastle,

and as the middle district extends to the

able benefit to the shippers of fish, etc.

doing business at Chatham and the lower

water terminus on the river is at New-

castle, a distance of about six miles fur-

Company, by whem the branch seems

likely to be absorbed, building one, sup-

posing it to be possible to build a rail-

We submit that this was not the pro-

is not, as we all know, in Middle, but

Lower Newcastle. The last paragraph

of the Times' column article which we

The Advance charges, or insinuates,

that the cost of the survey was borne by

the Government. This is entirely un-

services of some of the Intercolonial en-

gineering stuff were secured being the

only grounds on which the miserable in-

We have only to say that ordinary

people will judge in this, as in other

matters, from the facts. Last winter

we heard a good deal of the enter-

shall refer to is as follows,-

feat not so easy, perhaps.

We could not understand how the

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

Company to use this certificate, with fac-similes of our signatures attached, in its advertisements."

Incorporated in 1868 for 25 years by the Legis ature for Educational and Charitable purposeswith a Capital of \$1,000,000-to which a reserve fund of over \$550,000 has since been added. By an overwhelming popular vote its franchise was made a part of the present State Constitution adopted December 2d A. D. 1879. The only Lottery ever voted on and endorsed by people of any State.

It never scales or postpones Its Grand Single Number Drawings take place monthly A SPLENDID OPPORTUNITY TO WIN A FORTUNE. SECOND GRAND DRAWING, CLASS B, IN THE ACA-DEMY OF MUSIC, NEW ORLEANS. TUESDAY, FEBRUARY 10, 1885-177th Monthly,

Capital Prize, \$75,000 100.000 Tickets at Five Dollars Each. Fractions, in Fifths in prodortion. LIST OF PRIZES.

1 CAPITAL PRIZE PRIZES OF \$6000 9 Approximation Prizes of \$750...

1967 Prizes, amounting to.....\$265,500 Application for rates to Clubs should be made only to the Office of the Company in New Orleans. full address. POSTAL NOTES, Express letter. Currency by Express (all sums of \$5 and upwards at our expense) addressed M. A. Dauphin.

or M. A. Dauphin, 607 Seventh St., Washington, D. C. Make P. O. Money Orders payable and address Registered Letters to New Orleans National Bank,

## FLOUR. BACON, &C.

3 Cars Golders Patent Flour. 75 Tubs Lard. Roles Spiced Bacon. 10 Half Chests Oolong Tea. 10 Cases Evaporated Apples 2 Cases Brown Nutmegs. 15 Cases Canned Peaches. 5 Bags Almonds. 25 Boxes Welcome Soap. 10 Casks Raw Oil.

## JUST RECEIVED

GEO. S. DeFOREST

The Directors of the Chatham Skating Rink beg to inform the public that

Skating&PromenadeTickets gressed most, and that progression was in

FOR THE

Season of 84-5

May be obtained either t Mackenzie's Drug'Stor or from the Secretary.

Season Tickets-SKATING.

FAMILY TICKETS \$ 6.50 - This ticket will entitle d members of a family to skate and promenade eglivirp for the season, said three members to 1st,-The parent and one child, (the latter to

mean any child except a young man of 18 years of two children (excepting young men of 18 years or

d) will receive tickets (excepting young men over 18 years of age) at \$1 each.

GENTLEMAN'S TICKET, \$4 50, entitles the holder to skating and promenade privileges for the season, All ages over 12 years to be included in this class of ticket holders. LADY'S TICKET, \$2.50, entitling the holder to skating and promenade privileges for the season. All ages over 12 years to be included in this class. CHILD'S TICKET, \$2 00, entitling the holder kating. Ages under 12 years only to be cluded in this class of ticket holders.

Season Tickets-Promenade Only. GFNTLEMAN'S TICKET, \$2.00 LADY'S TICKET, These tickets entitle the holdens to promenade

Monthly Tickets. LADY'S TICKET, \$1.00.

These tickets entitle the holder to skating and

promenade privileges for the period of one month from date of issue only. Single Admissions.

Single Admission for Skating 25 cts., or Six Tickets (each of which will entitle the holder to Single Admission to Promenade (Band Nights) 10c

" (Ordinary Nights) 5c

Holders of aforesaid tickets will not thereby be entitled to Admission on Carnival Nights, as all Carnivals and such Entertainments are Extra The Rink will, at all times, be under the supervision and control of two members of the Board of Directors, assisted by a competent Janitor, and proper order and discipline may be relied upon, and good behaviour will be strictly enforced. The Rink will be opened on Mondays, Tuesdays, Thursdays and Fridays at 1 pm. and close at 10

MUSIC

p., m. On Saturdays it will open at 10 o'clock,

### WILL BE FURNISHED BY THE

Two evenings eachweek from the opening of the Netice of the Rink being open for Skating will be given by hoisting the Rink Flag as wellas by Dodgers.

neighbors to obtain it, as that was titude for this country to assume.

Sir Richard Cartwright follow GEO. WATT, D. FERGUSON,

WILSON'S CHERRY BALSAM, HARVEY'S

RED PINE SYRUP, RED SPRUCE CUM SYRUP, WHITE SPRUCE CUM, ENGLISHMAN'S COUCH MIXTURE,

Pendleton's Cough Syrup, Wistar's Balsam of Wild Cherry, Boschee's German Syrup, Allan's Balsam, Ayer's Cherry Pectoral, Bicker's Syrup. Brown's Bronchial Troches, Bellom's Compoun Syrup, Emulsion Cod Liver Oil, Pure Cod Liver

THE MEDICAL HALL. J. D. B. F.MACKENZIE Chatham, N. B., Jan. 20th, 1885.

Miramichi Advance.

CHATHAM. . . . FEBRUARY 5, 1885. Dominion Parliament.

Parliament was opened at Ottawa on Thursday last. The Speech from the Throne did not foreshadow anything of an unusual or gratifying nature respecting legislation or Government policy, so the papers have had opportunity to fully describe the dresses the ladies wore in the overcrowded Senate Chamber, where Sir John, in his new Grand Cross uniform, was a conspicuous

On returning from the Senate to the Commons, Speaker Kirkpatrick presented to the House various papers connected with elections held since last session and the newly-elected members were then introduced: Messrs. Vaudet of Nicolet; Townsend, of Cumberland, N. S.: Taschereau, of Beauce; Pruyn, of Lennox; Desaulniers, of Maskinonge; Dr. Jenkins, of Queens, P. E. I.-all Conservatives; Messrs. Langelier, of Megantic, and Edgar, of West Ontario both Liberals. Mr. Langelier was introduced by Hon. Messrs. Laurier and Blake and Mr. Edgar by Hon. Messrs. Mackenzie and Blake.

The libarian's report was presented and the usual formal bills and resolu-

tions introduced. The House adjourned at 3.55 p. m. After the adjournment a statue of the late Sir Geo. E. Cartier was unveiled by Sir John. It stands on the west side of the Parliament buildings and is a very fine affair.

Hon. Mr. Blake is in good spirits. Mr. Mackenzie's health is excellent. Messrs. Langelier and Edgar will be welcome additions to the active fighters in the opposition ranks. FRIDAY.

On the Speaker taking the chair, petitions were presented by Messrs. Fleming, 6.750 McRaney, Harley and Taylor praying 4,500 that no alteration be made in regard to 2,250 the Scott Act unless it be of a prohibitive Mr. Shakespeare presented a petition

signed by 500 persons, praying for the Mr. Bergin gave notice of a bill for the purpose of regulating the employment of women and children in factories. Mr. Taschereau, recently elected for Beauce, moved the reply to the speech from the throne. He spoke in French, and referred at some length to the develop-

ment of the North West. Mr. Townsend. (Cumberland, N, S. seconded the address. His speech was rather unimpressive, and fell flat upon the House. It was, as Mr. Blake put it, euphemistic and hyperbolical. Mr. Townend went over the paragraphs of the peech seriatum, maintaining of course, that Canada was prosperous, and especially the fisheries and ship-building industries of the Maritime provinces. Hon. Mr. Blake arose amidst opposition

cheers, and after paying the customary compliments to preceding speakers, criticized the past promises of the Government respecting the prices of grain, and contrasted them with the low prices of to-day, Where was the prosperity promised by the N. P? The Finance Minister, two sessions ago, told the country to clap on full sail for ten years of prosper ity. Last session the matter did not look so bright, and the same authority then asked the country to pull in a reef or two, as he had miscalculated matters the year before. Would Sir Leonard tell his own constituents or the country now that he stated the truth then? If he did, his (Sir Leonard's) own constituents would not believe him. Speaking again, the Finance Minister at Toronto told the public, prior to the general election of 1882, that if the people endorsed the national policy there were millions upon millions of British and foreign capital waiting to be invested in this country. The N. P. was endorsed, but where were the millions? Certainly not in Canada. The truth was that it was beyond the power of any government to bring good times by legislation. There was one respect in which the country prothe volume of customs taxation. He then maintained that the comparison of the prices of goods to day should not be made the relative decreases in other countries were studied and contrasted. He took sold as low as one penny per pound in Glasgow. He was prepared in all of these matters of reductions to tell the truth and shame the devil. The Tories (he quoted from Sir John's letter of a few years ago,) promised an enormous annual

North-west and said that whenever he (Blake) felt low-spirited and despondent over the country's situation he read that letter as a cure. (Laughter.) The money promised had not been forthcoming in the 2nd .- A widowed parent (or a guardian) and past, but it might be this year. Another final settlement was announced with he shook his finger over this magnifi- his friends were assured that the ob-Memembers of the family (over the three above Manitoba. Perhaps this was the final, final one. (Laughter.) After recess Mr. Blake spoke for another hour and attacked the ministerial policy in not filling important positions vacant, from a position in the cabinet down. He naturally exulted over the vindication, by the government's action. in relieving Sir Charles Tupper of the to skating and promenade privileges for the sea-son in the day time, but will not include evening bating. Ages under 12 years, only to be in objections preferred last session. He then recited the various victories of the past year, in the courts, in the matters of

revenue from the Dominion lands in the

provincial rights, and paid a high tribute to Mr. Houde, the deceased Bleu member for Maskinonge, whose attitude in the past on these questions alienated him somewhat from his own party. In con- record. He and they soon sickened clusion he warned the government against pursuing this policy of centralization of it. They soon showed min that which would, if not abandoned, end dis- the less said about it the better for Sir John Macdonald spoke for half an

hour or so in reply, maintaining that the country was still prosperous and said that the reason why Mr. Blake said he would tell the truth and shame the Tories (meaning the devil) was that the Tories had played the devil with Mr. Blake. The National policy, he said, was the policy of the country, as well as of the Liberal-Conservative party, and even Mr. Blake's friends would not allow him to alter that policy. He touched upon the fact that no petitions had been presented asking for a change therein. In the by ham Branch would have been a elections, of nine new members seven were supporters of the Government and that would be about the proportion if city. there were a general election. This country was as strongly as ever opposed to being made the slaugha. m. and close at 6 o'clock p. m., intermission of one hour each day between 1 & 2 and 6 & 7 of the United States. The C. P. R. had not been mentioned in the Governor General's speech because no legislation was asked for. Reciprocity was not objected to by the Liberal-Conservatives, who had long ago given the Chatham Brass Band arrangements whenever the United States Government power to make reciprocal wanted to do so, but the Government neighbors to obtain it, as that was no at-

Sir Richard Cartwright followed the Premier and replied severely to the attacks made upon him at Montreal. He turned the tables in the matter of dis- alone loyalty charged upon Sir John by inquiring into his past record and that of his colleagues, past and present. Amid cheers and screams of laughter, he ridiculed Sir John's self-glorification on his latest title, The following popular cough remedics are kep and charged that, instead of the Liber-enstantly in stock, viz, als sneering and supplicating for honors, as Sir John charged, it was the latter's own colleagues who had done so.

The address was adopted. The report of the department of the interior was presented, and the House adjourned at 10.29. In the Senate, on Friday afternoon, the reply to the address was moved by Mr. Macdonald, of Victoria, and seconded by

Montreal's Great Carnival

the Montreal Witness. The publishers is a great convenience to its people, line on the North Shore, the plans and have pressed into service the most talented Canadian artists and, consequently, the result has never been equalled in Canada. The number fairly teems with illustrations, and has a gigantic four-page picture-"Storming of the Ice Castle by Night"-designed by Mr. Robert Harris, A. R. C. A. Besides this there are full page pictures by Messrs. Harington Bird. Raphael, Walker, and other leading artists, and the number also contains the Carnival Poem, appropriately illustrated, for which a prize of \$100 has been paid, and a special Supplement representing the various athletic clubs and their leading men. The letterpress pages have been tastefully prepared, and contain a very large number of engravings, representing various phases of our Canadian winter sports. The price of this gorgeous number is but ten cents per copy, postpaid. Orders are filled strictly in the rotation in which they are received by John Dougall & Son, "Witness" Office, Montreal.

What It Means.

We placed before our readers, last week, our views of the scheme for the proposed line of railway from the Intercolonial to Lower Newcastle, as advocated in the interest of its alleged promoter by Coun. Adams of Northesk at the late session of the Municipal Council. In doing so we said nothing that was not based on the facts, as they had been developed, or warranted by the position of Railway and political affairs in this County. Because we spoke plainly and to the point we are assailed by the Moncton Times' "regular correspondent" who discloses his identity by the virulence with which he attacks Mr. Snowball and the unwarranted assertions he resorts to in order to convey the impression that our article was based on that gentleman and his affairs, instead of upon interests which affect every resident of Northumberland to a greater or

The Times writer's assertions re- thing connected with the management specting the Chatham Branch are an index to the spirit in which he looks at this question. Hear him—

What is the Chatham Branch? Who built it? Mr. Snowball did not certainly. ling Mr. A rous' abuse of the road and Though he subscribed for \$3000 worth of Mr. Snowball in the Times, they are stock in the original company, it is a matter of fact that he never paid up a not in sympathy with the attempt of lollar of it any more than Messrs. Winslow, Kelly, Young or Killam ever paid up the \$1000 for which each of them subscribed. No, the Local Government paid for the building of the Chatham Branch and paid for a good deal more than that road cost the company; so why a line to be built by the Dominion Government for the people, and held and run by the Government for the people, should not be patronised as well as a line built by the Lecal Government and afterward | tleman who has always been considered swallowed up by a private individual, is his close and intimate friend and patron, not at all clear to an ordinary mind. from whom he has always received gener-The Provincial funds were paid for a ous and kindly treatment, and who, berailway which was made a present to sides, has always been praised and supthe Chatham Branch Railway Company. so we think the Company's successor, trustee, assign, or whatever he may be, should say nothing but get rid of his white elephant to the best advantage to the Northern and Western or somebody, and, learning experience and wisdom by his meddling with the Indiantown Branch, leave Railway matters henceforth alone, and not imagine himself called to be a second Vanderbilt or Jay Gould.

A good many of us remember hear-

ing the Times writer entertaining his

Newcastle admirers, at the Court

House in 1878, with assertions some thing like the above in reference to the Chatham Branch. When the Government against which he had run his election caused him to swalwith those of the past altogether, unless low all he had said against them in order to gratify his desire for officeup the question of cheap sugar and point-ed to the fact that sugar had even been sometimes religious persons against corruption, religious persecution and extravagance became the associate and friend of those whom he had so vehemently denounced-he told us that the condition on which he had "Jumped Jim Crow" was that the "Chatham Branch swindle" should be investigated and exposed. We all remember how impressively | petition around Chatham for signatures by Caraquet Young, bamboozled by Secretary Fraser, cajoled even boring machine Perley, but the "Chatham Branch swindle" must and should be exposed! Well, the gentlemen who knew all about it long before the Times correspondent beged them to forgive his abuse of them and make him Surveyor-General, investigated their Chatham Branch over. Such a wharf would be of inestimof it. They soon showed him that them and him too. He was glad to ther up stream. The Chatham Branch consent, in the interest of himself and colleagues, that no report of the investigation should be made, simply because it would show that but for Mr. Snowball's public spirit and the large sum which that gentleman spent upon the work after the Government had abandoned it, the Chat-

monument of Governmental incapa-The Times correspondent, however, is now the mouthpiece of another Government—that of the Dominion and, it will be observed, he finds fault with the Advance because we cannot agree with him in his proposition to have that Government "build" "hold" and "run" a road in opposiwould not go down on their knees to their to and for the sake of compelling the owner of the Chatham railway to "get rid of his white elephant" and 'leave railway matters henceforth

> Now, because Mr. Snowball happen- prise of Messrs. Call, Adams and others ed to be the only man in Northumber- in sending Mr. Fowler, C. E., to surland who was in a position and, at the vey a new route for the Valley R. R. same time, had the public spirit to put and Indiantown Branch on the north his means in the Chatham Railway, it side of the Miramichi. We were told does not follow that the people of the they received subscriptions from their place are not just as much interested friends to help pay the expenses of that in it as if it were owned by the local survey. We do not know that the might, for the time, be the representa- the Moncton Railway offices, but we tives of that Government in the Coun- find that in a memorial addressed to ty. Somebody must own and run Sir Charles Tupper, Minister of Rail-

is a direct and indirect creator of em- specification of which will shortly be ployment in various ways and but for laid before your Department." the positively persecuting spirit in In like manner engineers in the which the Times correspondent and regular pay of the Railway Department other supporters of Mr. Mitchell has at Moncton surveyed this new branch

induced the Dominion Government to to Lower Mill Cove and the plans have treat it, would, no doubt, be one of the been prepared in the railway offices at most popular roads in the country. It | Moncton. Moreover, said plans were is well known to almost everybody in forwarded from those offices on Friday Chatham that under the Mackenzie last addressed, to whom? Mr. Hut-Government the Chatham Branch was chison? No, but to R. R. Call, Esq., treated fairly. Under an equitable Newcastle. Does that tally with the and business like arrangement with paragraph above-quoted? We leave the I. C. R. management, an officer of the Times' 'special correspondent' to that line had charge of Chatham Sta- answer, and, meanwhile, our people tion, received and despatched all freight, | will put the facts together and realise sold and accounted for tickets, etc., and | that there is "a nigger in the woodmade his returns to Moncton, the pile" somewhere. No wonder our owner of the Branch providing and Newcastle friends abuse the ADVANCE coast. maintaining its necessary rolling stock and want to muzzle it! And no wonder and being allowed a per-centage on we find such a tender solicitude for Mr. the business done. But Messrs. Mit-Hutchison and such a new-found sympathy for him among his enemies of rangement did not cause the dissatisfac- but yesterday!

the business men of Chatham against the The Times and what It Knows About the Railways

Branch. So they caused it to be entirely separated from the I. C. R. so The Moncton Times happened, on far as management was concerned. Friday last, to state a fact and on Sat The I. C. R. agent and the through urday it felt obliged to apologise to its traffic arrangement were discontinued. readers for departing from its usual The Branch must receive and account course. Everybody living pear the In to the I. C. R. for everything at the tercolonial knew that the heavy snow Junction. The I. C. R. would bill storm of last Wednesday night and freight to the Junction only. Even Thursday completely blocked the line the sale of tickets was not allowed at and that no regular train got through to Chatham Station and so it continues Chatham Junction from the north, until to-day. As soon as this change after that of Wednesday night, until was effected we had Mr. Call bidding Friday morning. In fact, word was for the carriage of freight to Chatham as sent to Chatham railway station on a semi-agent of the I. C. R. He was Thursday morning that the regular prepared, if Chatham people would train of that day had been cancelled. have their car-loads of flour, etc., billed In consequence of this, trains were not to Newcastle, to bring it from the deep run on the Chatham Railway on Thurswater wharf there at a small charge. day, although they could have been, We mention these things to show how especially if the I. C. R. management bitter and malignant the efforts of these had not kept back information of their gentlemen have been and are to make despatching two engines, a plow and a the Chatham Railway a "white ele van from Newcastle a little after the phant," not only to its owner but in cancelled accommodation's time on order that the town may be made trib-Thursday forenoon. The Chatham utary to the ring who aspire to rule road being kept in condition for its the County. As we have said, every trains to be run on time at short notice-two engines being in readiness of the B such may not be entirely to start for the Junction whenever satisfactor to our business men, but word was received of the delayed I.C.R. we think the town and County appretrains approaching the Miramichi-it ciate the their and notwithstandwas decidedly cool for the Times to publish the following paragraph on Saturday morning,that gentleman and his friends to estab-

NOT THE FAUTT OF THE INTERCOLONIAL. A paragraph in yesterday's TIMES in reference to the detention of the St. Quinten Opera company did the Interco-lonial an injustice. The Company were snowed up on the Chatham Branch and not on the Intercolonial. Notwithstand ing the heavy storm no I. C. R. trains have been blockaded and the Northern train which is most exposed, has always reached Moncton before noon, so that had the company been at any station on the line of the I. C. R. the day's detention could not have occurred. As a matter of fact, not a train from the north reached Newcastle between

Wednesday night's express and the came before the public. We never ex-"blockaded" express which got along on pected the Advance could possibly oppose any man in a gentlemanly, fair and re- Friday morning at about eight o'clock. spectable manner. That were far too How then can the Times have the much to expect, but we did think common hardihoad to be so untruthful? It is a gratitude would surely keep the bitter fact that no train from the north has scribe from attacking a friend in the same virulent way as that in which he assails his acknowledged enemies. been run on time, or anything reasonably near it, not only from Wednesday When the ex-Surveyor-General gets until the above paragraph was published fairly going he has a very lively imbut to the present date. Even agination. If the ADVANCE as a public the accommodation from the south was journal and its editor, personally, have, almost hopelessly stuck on Thursday, in the past been friendly towards Mr. for word was sent in from the I. C. R. Hutchison, it was an open and honorthat evening that it had not reachable friendship on our part and we beed Moncton when it was past due at lieved it to have been the same on his Chatham Junction. If what the Times We refuse to discuss this subject, howendeavors to make its readers believe ever, with Mr. Adams, further than to had a semblance of truth in it-if "no deny that we have attacked Mr. Hut-I. C. R. trains have been blockaded chison "in a vicious manner." We and the northern train has been so went no further than to express regret regular, how does it account for the that a friend of such long-standing cancelling of all regular trains on Thursshould enter into a secret alliance, against an important Chatham interest. bound to Halifax on Friday night-and with Chatham's worst enemies, and which should have reached Chatham betray his Chatham friends, through Junction about a quarter to one-did their confidence in and personal regard not do so until about nine next mornfor him, into assisting the anti-Chating? The fact is that trains from the ham scheme to which Mr. Hutchison has lent himself. When he sent his Douglastown. But the Times refers

north are hardly ever on time on the I. C. R. at this season, and during the past week they have been much behind time. At the Miramichi we are told cent idea. He had been swallowed ject was to obtain railway facilities for by the I. C. R. people that it is the Grand Trunk's fault. At Moncton the Times is instructed to vary the story by misrepresenting the Chatham Branch. at the Lower Mill Cove, where it is proposed to build the deep water terminus. The Branch, however, is in the best of The Advance tries to make out that the order and, in spite of all the drawbacks and hardships put upon it by the I. C. brandy at night and were drunk build this line does not mention this, but R., for political reasons, it does its as it distinctly reads "terminating at a work quite as well as the Government road. We do not, by any means, think Mill Cove this objection may be passed the delay of I. C. R. trains the past week could have been avoided, for the storms have been severe and the officials and train men did all that could be done in parts of the county, for the only deep working the trains along, considering the material they now have to work has no wharf terminus, and there is no with. It is, however, injudicious and sign given of the Northern & Western silly for the organ of the I. C. R. to deny facts known to everybody along the line and, in its desire to have a way from Chatham station to the river, a fling at Chatham, to publish what is absolutely untrue concerning the Chat-

> ham Railway. ject for which the sixty signatures in Chatham were obtained. Moreover, MONTREAL'S THIRD WINTER CAR-Coun. Adams, in his speech before the NIVAL came off last week and was the Municipal Council, mentioned neither most successful yet held. Douglastown nor Lower Mill Cove, but "a point below Middle Island," which

Fatal Shipwreck

One of the saddest cases of shipwreck

that has taken place on the New Bruns

wick coast for a long time was the total loss of the American 3-masted schooner Arcana on Quaco Ledges, Bay of Fundy on Wednesday afternoon of last week true. Mr. Hutchison paid all the expenses of the survey himself, the fact that the The vessel was one of 500 tons and was on the way from Portland. Me, to Anapolis, N. S. where she was to load with lumber for the West Indies. After beating about the bay for five or six days she was ice laden-and not very manageable, in which condition the rising storm drove her ashore. This was about 2.30 in the afternoon. The situation of the unfortunate mariners was terrible in the extreme. Although it was low water the waves dashed furiously over the vessel, drenching every one on board. The thermometer was several degrees below the cipher, and the blinding storm made it impossible for the men to see beyond the rocks on which their vessel was fast pounding to pieces. Patrick Lyons, of St. Stephen, watching Government and controlled by whoever plans based thereon were prepared in his opportunity, got into the rigging, and as the vessel lurched over he leaped on to the rocks. The second mate, followed, but before he could get safe footing he fell unevery railway and, although the Chat- ways, last winter by County Warden der the bilge of the vessel and it is supham Branch, may not, at all times, Robinson, R. R. Call, J. C. Miller, posed, broke hisleg. Lyons helped O'Neal the day that we entered the boats with give entire satisfaction to its patrons, J. & J. Miller & Co. and James S. to a safe place on the rocks and called out them, our foremen may say with the Montreal Winter Carnival is a mag- it is none the less a good thing for Wilson, the following sentence occurs— to the crew to throw him a rope, so that Othello, "their occupant's gone," they nificent special "Carnival Number," is. Chatham to have. It contributes ma- "By your direction a survey has been he could assist them ashore. They apsued by Messrs, John Dougall & Son, of | terially to the importance of the town, | made by Zachæus Fowler, Esq., of the | peared to be completely dazed and made

no response to his request. He then hastened to the light-house for assistance. and, in company with the light-house keeper, returned to the scene of the wreck. The vessel was then intact, but not a living person could be seen. As the tide was rising, and the light-house keeper and Lyons were afraid of being cut off, they hastened up to the mainland. At 2 o'clock the next morning Lyons returned, and discovered the bodies of three of his comrades on the rocks frozen stiff. At the inquest on the bodies, the Jury recommended that some shelter be provided on the wharf or Light-house Rock, and they also considered that the accident was al-

steam whistle in connection with the pres-The point at which the vessel struck is about two and a half miles from St. Martins village, and is one of the most exposed and dangerous on the New Brunswick

together attributable to the want of a

THE ANGRY NILE. The Hard Work The Canadian Boys do in Egypt:

THEY HAVE NOT MADE A FAILURE YET -THE DANGERS OF THE CATARACT -LIVES DEPENDING ON THE STRENGTH OF A ROPE-THE WRETCHED CHAR-ACTER OF THE BOATS, ETC.

[Peterborugh Review.] DAL CATARACT, SOUDAN. "Oh had we some bright little isle of our own In a blue summer ocean, far off and alone."

If any one of us had, heretofore, been insans or idiotic enough to imagine that the land of the Pharaohs and the Nubians was one of enchantment, that lotus eating would be his peculiar mission, and that ease and plenty would surround him in his sojourn in this land of the ancient brick-makers, I think I may safely say that a month's daily sun reflected from the towering cliffs of this desert-fringed river, and the same amount of nights cold enough to make you shiver as if you had the ague, would burn or freeze the romance out of him pretty thoroughly.

I suppose that the Nile, wearied with its long journey from its source near the Equator, and maddened with the prospect before it of such a great extension of it ere it could reach the sea and mingle its impure and muddy waters with the life-giving ocean, enraged no doubt with these and many other tormenting thoughts, gave way to its anger and rent the earth into a thousand chasms, tore up mighty rocks in its fury as if they were mere pebbles, and flung them here and there, 20, 30, 50, 60 feet high, on the right, in the centre, on the left, stamping its surroundings with such a display of the remains of an ancient chaos that one, had he but time to think, would be spellbound by their surroundings. Such are the general features of the 60 or 70 miles of rough and rapid waters that we have passed through the last few days or so.

Writers whose descriptive powers I don't pretend to ape have told us all they thought about it many a time. I have read not a few of their pen-pictures, and gazed in my 'cubhood' with wonder at many of their cro codile studded-sketches. They are sheer humbugs. It can't be described truthfully-you must feel its awful savagery, you must grapple with it hour after hour, as with you deadliest enemy—and then you can't express what you feel, or tell what it is, not a bit of it.

When I wrote my last we had not passed through the Ambigool rapid and I had to open my letter to add the sad news of poor Faulkner's death. The pull on the line of his boat was terribly heavy, it got foul of a rock about thirty feet from the shore, in the very worst part of the fall, and by some careless was given to the rope.

A CANADIAN DROWNED. The boat shot out sidewise in a terrific current, forcing the whole strain on the side of the bow, the whole of which for a foot and a half, was torn out, and the boat fell off into the heavy swirl. White seeing the water rush in, thought the craft would swamp, and foolishly jumped into the rapid, poor Faulkner ollowing. White is a very strong, in fact a first-rate swimmer, but never again will he have so close a shave and get off safely. He tried every method to keep himself up, floating on his back and easing himself as much as possible, but when the boat from the shore reached him only one hand was over day and for the fact that the express | the water, and he was rescued in a very exhausted state. Poor Faulkner swam for a long time, but failed to reach the shore and was lost.

> IGNORANCE IN COMMAND. The cursed carelessness of the men on the ropes, combined with the med dlesomeness of some of the officers, who can't help bossing what they don't know anything about, has murdered by jove there is no other name for it-Negro and six Canadians.

ten men already, three soldiers, one CAUGHT IN THE ACT. Some of the soldiers were detected in the act of breaking into a box of 'medical comforts", which was in the boat. They stole one bottle of brandy and one of wine. They drank the were tapering off with the wine in the morning, when from the distance of a mile or more, a staff officer on a rocky hill or mountain, who was taking stock of the expedition, saw through his field glass what was going on and rode down upon them. He caught them flagrante delicto-just finishing the last few drops and placed them under arrest. One of the soldiers near them consoled them with, "Oh, you stoopids, won't you catch it 'ot and 'eavy. Blow me tight you dosen't." Staff officers are stationed here and there on the heights. from whence they can have the best view of the work going on all along this beat-80 miles-and no doubt every move we make is jotted down. THE WRONG MEN IN CHARGE.

On the first we made a fine run of six miles, and through some mistake. or "know everythingness" of somebody. took the wrong side of the river and had to camp near the wreck of a large iron steamer, the Gizeh. She is lying on her side against a cliff in the rapids, with two great holes in her, a clear case

On the 2nd we worked up the same side of the river until noon, when we were stopped by a great gate or chute which allowed us no chance to tow through, and we had to retrace our way down the rapids in our heavy laden boat for more than a mile, seek out and take another channel, work up it for more than a mile, and wearied and WM MUIRIEAD Jr. worried, camp out for the night with one day's hard labour a total loss-all caused by the prigs of officers setting up their judgment against that of the Canadians in charge of the boats. These majors and captains like to

show off. They strut, and fuss, and shout, and give foolish orders and commands. They like to stand on a high rock and, with glass in eye, they pose like so many bones and banjo players, and nearly all the wrecks and disasters have occurred through these popinjays interfering in matters they haven't the first class style with every convenience for slightest knowledge of.

If a foreman of our contingent had been appointed to engineer and control the management of each convoy of boats, and then these officers exercise their proper authority in causing their men to obey their foreman, the thing would go on smoother, and there would be fewer wrecks and fewer deaths among them and ourselves. But from are simply boatmen, like myself, and

(Continued on 4th page.)

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