tations which led the people to believe

that the Canadian Pacific Railway were

bound to build the road when they were

not. Now, we are asked to change this

whole arrangement. I was in favor

while we had the advantage of the con-

struction of the Intercolonial Railway-

and I thank nobody for it; it was a mat-

ter of bargain under which the Maritime

Provinces came into confederation, and I

was pleased to find the right hon, gontle-

commercial purpose. Still we were in

that position, and while I felt inclined to

support a measure for the purpose of giv-

ing the people on the southern side of the

province the traffic of the shortest line

from Montreal and for the purpose of

having a winter port in Canada-while I

was inclined to do that, and supported the

vote of \$250,000 a year, the engagement

was accepted and entered into by the In-

ternational, and I am not prepared to say

to-day I can support the motion before

the House. What are we asked to-day

The hon, member for St. John (Mr.

Weldon) says it would shorten the dis-

tance at the outside 22 miles. The au-

thorities of the Canadian Pacific Railway

have said it would shorten the distance

probably 14 miles. I have the authority

of those who know that section of the

country, and I know something of it my-

selt, for believing it will not shorten the

distance two miles. If we cannot shorten

that line a sufficient distance to make it

an object to spend money for that pur-

pose and of shortening the time in the

transit of passengers from Europe to the

Pacific Ocean, are we going to enter into

involve the expense of \$3,000,000 or \$4.

00,000? The right hon, the Premier says

it can be done for about \$2,000,000. I had

will cost the country \$3,500,000 to build

the Canadian Pacific Railway to purchase.

and which the Canadian Pacific Railway

are bound to contribute their share of ex-

peuse in maintaining, it will involve, if

they build a road equal in character, as

they are bound to do, to the line the

Canadian Pacific Railway built, an ex-

pense of at least \$4,000,000. And for

what? Take the most extreme view in

relation to the shortening of the distance.

the time gained from Vancouver to Hali-

fax would be simply 20 minutes Will

we be justified in doing that? For my

part I do not believe we will. Suppose

a train starts from Montreal on the Short

Line and reaches Mattawamkeag: it must

have a sleeper for Halifax and a sleeper

for St. John. The one goes down from

Harvey to Salisbury and thence to Monc-

ton and the other goes down to St. John

and thence on to Moncton. The shorten-

ing of the time is 20 minutes. Does any

man of common sense suppose that a cor-

poration such as the Canadian Pacific

Railway would consent to start a train 20

minutes before the St. John arrives and

run into Halifax and have the other run-

ning in 20 minutes later. Whatever ar-

rangement may be entered into, if this

line is built-and I suppose it will, for

the government are all powerful-it will

cost \$3,500,000 to \$4,000,000, and it will

be that much money thrown into the sea.

It will not be a line that will open up and

colonize a portion of the country likely to

be settled to-day. It will be no great ad-

vantage to the country to have the time

shortened between the Atlantic and the

Pacific at such an enormous expenditure.

The fact is the people of Halifax are

jealous of the people of St. John. I am

John or against Halifax. The people of

Halifax dread that if the traffic from

Montreal and the west goes around by

at St. John and will lessen the amount of

trade Halifax will receive. But because

of that jealousy which exists, are we of

the Dominion, outside of these two inter-

ests, to vote away millions of dollars

which might be usefully disposed of else-

where, simply for the purpose of gratify-

ing the jealousies of these two cities and

Charles Tupper and the other gentlemen

who accepted these misstatements as true.

I am a New Brunswicker. It may be

that I will be doing a foolish thing from a

provincial point of view in voting against

the expenditure of \$4,000,000, for the

road will cost every dollar of it, including

the bridge, which the government are

bound to take over. When I look at the

contract with the Canadian Pacific Rail-

way which is laid on the table. I find the

government are bound to build a road.

equal in character and gradients and in

every particular to the road the Canadian

Pacific Railway have built. When the

lions more than the estimates, I ask where

they will build the road for the sum I

existing road has cost two or three mil-

have named. The officers of the hon.

gentleman may say that it will be bui't

for that amount, but they have made

similar statements in other cases, and we

are now paying hundreds of thousands of

dollars for an arbitration which is taking

tract on the Canadian Pacific Railway, on

sult of their reports. We may have the

same thing to undergo when this road is

constructed. We have another arbitra-

tion on a claim that this road is not up to

doubt my constituents would like to see

three or four millions of dollars spent in

tuents, I should feel it my daty to see

this amount of money spent there or

whether I should consider it my duty to

might desire it. That is the course I in-

ment have placed themselves in such a

position. I think the leader of the gov-

ernment should have taken a firm stand

and should have said: It is true that

Sir Charles Tupper took his position

untrue. He should have said to the

junior member for Halifax (Mr. Kenny)

It is true that you repeated these nutrue

statements, and I regret it. He should

have said to the Minister of Public

Works who repeated the same statement:

You have got into the same false position

by repeating what you believed to be

Tupper. But there it is; are we going to

four million dollars for the sake of sup-

that if Sir Charles Tupper-to use

place in reference to the Onderdonk con-

not going to say anything in favor of St.

Cenecal Business.

INPRECEDENTED ATTRACTION! Louisiana State Lottery Company

Incorporated by the Legislature in 1868 for Educational and Charitable purposes, and its franchise made a part of the present State con-Its MAMMOTH DRAWINGS take place Semi Annually, (June and December), and its GRAND SINGLE NUMBER DRAWINGS take place on

each of the other ten months of the year, and are all drawn in public at the Academy of Music, New Orleans, La. Famed for Twenty Years, For Integrity of its Drawings, and Prompt Payment of Prizes.

"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 conducied with honesty, fairness, and in good faith toward all parties, and we authorise the company to use this certificate, with facsimiles of our signatures attached, in its advertisements."



We the undersigned Banks and Bankers will pay all Prizes drawn in The Louisiana State Lotteries which may be presented at our counters. R. M. WALMSLEY,

Pres. Louisiana National Bank. PIERRE LANAUX. Pres. State National Bank A. BALDWIN. Pres New Orleans National Bank. CARL KOHN,

Grand Monthly Drawing at the Academy of Music, New Orleans, Tuesday, May 14, 1889. CapitalPrize,\$300,000. 100,000 Tickets at Twerty Dollars

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		E OF	50,000	is		50,0
1	PRIZ	E OF	25,000	is		25,0
		ES OF	10,000	are		20,0
5	PRIZ	ES OF	5,030	are		25,0
25	PRIZ	ES OF	1,000	are		25,0
		ES OF	500	are		50,0
200	PRIZ	ES OF				60,0
		ES OF				100,0
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100	Prize	s of \$50	00 are			50,0
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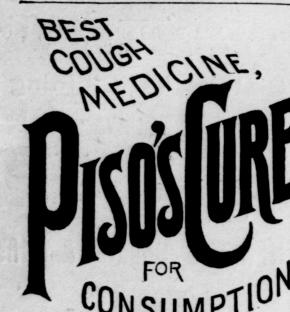
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Prizes is GUARANTEED BY FOUR NATIONAL BANKS of New Orleans, and Institution whose chartered rights are recognized in the highest Courts; therefore, beware of all imitations or anonymous schemes." ONE DOLLAR is the price of the small est part or fraction of a Ticket ISSUED BY US in any Drawing. Anything in our name offered for less than a Dollar is a swindle.



of cases pronounced by doctors hopeless. If you have premonitory symptoms, such as Cough, Difficulty of Breathing, &c., don't delay, but use PISO'S CURE FOR CONSUMPTION immediately. By Druggists. 25 cents.

JUST RECEIVED : WHITE RUSSIAN WHEAT. VERMONT CLOVER, **AND CANADIAN**

Garden Peas, Beans and Vegetable Seeds,

-ALSO-

in great variety, Early Stone Turnip Seed. Flour, Corn Meal, Roll. ed and Standard

Oat Meal. ALWAYS IN STOCK.

PRICES LOW ALEX. McKINNON:



BOY WANTED. To learn the Blacksmith business. Apply to Miramichi Advance,

Our Oyster Fisheries. Some ten years ago the ADVANCE suggested to the department at Ottawa the duty of preserving our valuable oyster fisheries, which are being depleted, but up to the present time, nothing has been done. The plan we propose will yet have to be carried into effect, and would have been long ago, no doubt, had it been put forward by someone who had the ear of the authorities. It is simple and cannot but be effective, which is, no doubt, a second reason why it has not been adopted. Our oyster beds occupy, in the aggregate, an extensive area. Their location should be correctly his own Cabinet had entered into negoascertained and properly laid down on plans or charts. They should be grouped into districts, and these districts subdivided into divisions three or four sections. Fishing should be allowed on one section only been run in the interest of this country, in each district in any one year. This would give every section a fishing of and any attempt to close up or hand over one and a rest of two or three years, to any corporation or any company of any

as the case might be, in which to recuperate. In this connection we direct attention to another proposition which we made a good many years ago, and have repeated several times, viz., that the Departmental regulations for the control of the Miramichi Fisheries should be revised and reconstructed by a body similar to the Pilotage Commissioners, Pres. Union National Bank. | their work to be subject to the anproval of the Department at Ottawa | the Pacific, it was the duty of every pabefore going into effect. wrongly regulated or altogether neglected at the present time would have been properly attended to long ago, had the Department been advised in local fishery matters by commission, instead of by an inspector at St. John, who has proved himself incapable of understanding our requirements, and local officials more year, which the Parliament of Canada jealous of each other than zealous or intelligent in properly advising in regard to the important interests that are, to a large extent, mismanaged.

> in reference to improving the control of our fisheries, generally, the Miramichi oyster fishery requires immediate attention and we hope it will be no longer neglected by the government.

The Short Line. We, last week, referred briefly government's proposition build the section of the Short Line Railway, so called, between Harvey on the New Brunswick Railway, it; there was no basis for the engagement and Salisbury on the Intercolonial, at a cost that has been estimated all the way from one and half to four millions, and intimated that the information before parliament did not appear to justify it in approving of the scheme. The House of Commons, however, at th urgent request-almost demand-of Sir John A. Macdonald voted \$500,-000 as a first grant for the construction of the proposed road and, notwithstanding the vigorous protests of St. John's leading men of all shades of politics and the opposition of the liberal party, the construction of the work was looked upon as fully assured. Two important things seem however, to have been overlooked. viz:- 1st, that the government's prcposition must receive the approval of the Senate before it could be carried into effect, and, 2nd, that th Senate might, in this matter, go back on its record as an institution to be depended upon to vote as the tory majority in the commons did Whether the legitimate influence arguments against the scheme and sense that it was too expensive an undertaking to go into blindfolded, way Company, finding that the cost of or the back-stairs influence of Sir construction had so greatly exceeded the John Macdonald, who, was impelled by political exigencies to force upon the commons what he was TIMOTHY SEED, really opposed to in the council, that caused the senate's action, may not just yet be determined, but th senate exercised its power in what really appears to have been the public interest and refused to sanction the action of the commons. It was too late in the session to have th matter reconsidered or reconstructed and put through parliament another form and prorogation took | they felt, for I do not speak for them, but place while Mr. Temple, Mr. Wood, from the records of this House and from Sir John Thomson, Mr. Kenny and other members directly or indirectly interested in the project were furious | had entered into to run the road when it over their disappointment. It is stated, in some quarters, that Sir John has asserted his determination to have the line built, even if he should dissolve parliament on the question, but that kind of talk only shows that he, or someone for him, thinks it necessary to make a great effort to appease those of his col leagues and followers who are badly disappointed. The work

> In order that our readers may understand the merits of the proposition, we publish the speech our county representative, made when the grant was being discussed in the House of Commons, and which appears to be a fair presentation of the circumstances under

one that can wait for another year,

when there will be a better under-

standing of its merits. If it can

then be made to appear as necessary

to the country as its promoters claim,

there ought to be no difficulty in

improving its prospects for construc-

to force the vote through that body. Mr. Mitchell said:-

I have listened with some little interest to the discussion which has taken place on this motion and I may say that I heard with pleasure the remarks made by the right hon. gentleman at the head of the government as to what the future of the Intercolonial Railway would be. very properly represented that road as a road which was not built for the purpose of making money for the administration. It is part of the original contract under which the Maritime Provinces entered this confederation. It was a contract forming part of the constitution of this country, that that road was to be built in order to make the confederation of the British provinces a fact, as it would not have been if the road had not been built. The hon. gentleman stated, that under no consider. ation could that road be alienated or given away. It is true, some years ago a gentleman who was a prominent member of tiations for the purchase of that road. I I took some steps to try to prevent that sale being carried out, and the project was of dropped-I will not say on account of the steps I took-and I was very glad it was. Now, sir, that road was built, and has as a national road, not a commercial road; kind that great international work for the purposes of commerce as against the national purpose of its construction, would be in my opinion a violation of the Provinces into this Dominiom A pro. position was made four or five years ago for a short line. That proposition I supported. I felt that if we could, by the adoption of a short line, which would lessen the distance between Halifax and Vancouver, attract foreign travel over our country, which would tend to promote a more advanced and rapid class of steamships, not alone upon the Atlantic, but on triotic man in the country to support it, no matter whether or not it benifitted the road in which twenty years ago many of us took a deep interest. When it was proposed to get a shorter line to the Maritime Provinces, I was one of those who recorded my vote in favour of that line against many of the gentlemen who sit on this side of the house. I recorded that vote on the basis of a line being completed for the guarantee of \$250,000 a agreed to give for its construction. The right hon. gentleman has stated that the International Company undertook to build that line, Well, sir, we know what the International Company was, and I have no Whatever may be done, however, hesitation in saying that in my oponion that company and the interests of those connected with it had a good deal to do with establishing that short line. I believe

it was originally established in the interest

of that company. But if we could obtain

a more rapid transit to a winter port in

Canada for the sum of money for which that company proposed to build the line, I for one, though deeply interested in the Intercolonial, was prepared to accept it and to assume the responsibility of voting for to it. But the proposition made to us to-day is an entirely different one. The International Company failed to carry out their engagement; they had not the means to do they entered into at that time. I do not know that I am right in assuming that the Canadian Pacific Railway Company's necessities induced them, by one of their subsidiary lines, to consent to certain arrangements by which if that subsidiary line built the road-I speak of the Atlantic and North-Western-the Canadian Pacific Railway Company agreed to run it. An estimate was made at that time of the probable cost of the road. I have it on probably the best authority which it is possible to offer to this House, that the estimates for the construction of that road, as regards the two sections built out of the three proposed, exceeded the original estimates of the government by between \$2,000,000 and \$3,000,000. The Atlantic and North-western Company took over the obligation of the International Company; but they took it over as little prepared to carry it out, perhaps, as the International Company were. The Canadian Pacific Railway Company stepped in. They were under obligations to the administration of the day. The administration of that should be built. I do of my wown knowledge that any pressure was brought upon the Canadian Pacific Railway Company to induce them to enter into any obligation; but I believe pressure was brought to bear upon them by which they were induced to enter into arrangements to run that road when it was built. But the Canadian Pacific Railestimates, naturally felt, as they had endorsed the bonds of the Atlantic and North-Western Company for the construction of the road, that they would not be justified in going on and endorsing those bonds to any further extent. The Atlantic and North-Western Company failed to complete the portion from Harvev to Salisbury, and as the Canadian Pacific Railway Company felt no interest in the construction of that portion of the road, the matter came to a stand-still. When they secured connection with the New Brunswick system at St. John, and thus with Halifax, the Canadian Pacific Railway Company felt-I assume that what I know as a common-sense businessman-that they were not justified in going beyond the obligations which they was built. Then, why is it that we are called on to-night to enter into this new engagement? I will tell the House. gentleman who has had a good deal to do with the control of affairs in this country, Sir Charles Tupper-I am told, and I believe to be true-gave a pledge to the peo-

Children Cry for Pitcher's Castoria.

ple of Halifax, on the hustlings there,

that the Canadian Pacific Railway Com-

pany were bound to build this road, and

had entered into a contract to build it.

That statement was not true. The juriou

member for Halifax (Mr. Kenny), I have

no doubt, believed what was stated at

that time, and I believe I myself have

heard him repeat that statement in this

House and in the Railway Committee not

long ago. The hon, the Minister of Pub-

lic Works, in the absence through tem-

porary illness of the right hon. the Prem-

ier, made the statement, when the ques-

tion was put to him in this House, that

the Canadian Pacific Railway were bound

to build that road. Not one of these

statements was true, and because they

junior member for Halifax (Mr. Kenny)

was pledged to his people on the state-

in this House, and because of the state. money to be voted away in this manner ment of the hon. the Minister of Public in consequence of these errors, simply in Works, and because of the incorrect stateorder to place these gentlemen right be fore the public and before their constitument of the High Commissioner on that ents. I believe that even if the distance occasion, we find that the right hon, gencan be shortened by 14, 15, or even 25 or tleman at the head of the government 30 miles-and I say that not more than minutes can be saved in time-we was embarrassed throughout this session will be recreant to our duties if we conby those misstatements and misrepreseusent to vote away three or four million

Reform Needed. The local public's attention is directed to extracts from the Municipal by laws, which are published in another part of the ADVANCE. The Street and Fire Commissioners intend to enforce these by-laws, and all concerned will man declare that under no conditions do well to govern themselves accordwould that railway be tranferred out of lingly. the hands of the government for a purely

dollars for the purpose of that small ad-

We understand that although the By-laws relating to dogs was published n due time in the ADVANCE this season a large number of dog-owners neglected to register their dogs before May 1st, and, as a consequence, find themselves liable for a fine of \$2, besides having to pay the tax. The sconer our citizens learn that the laws are made for all, alike, and that the best citizens are those who have most respect for the

law, the better it will be all around. It too often happens that some excellent people seem to think that town and parish ordinances are intended for others and not them, and they take the liberty of showing bad examples by disregarding them. Such persons are, in this respect, no better than the idlers who make monkey-roosts of the corners, or the policemen whose lax vigiance permits such irregularities. If they, each in their positions, could but realise how uncouth their practices appear to strangers who are accustomed to communities where people have learned to appreciate and willingly obey order, they would, at least hardly flatter themselves over their good taste or the standard of good citizenship they figured the matter up, and I believe it had reached.

that road, and with the Fredericton The Situation of the Freight Market. bridge thrown in, which the government are bound under their agreement with

The tendency of the freight market seems at present to be downward, and n the timber trade, under ordinary circumstances, it would be strange were it otherwise. Whatever expansion has taken place in the tea, grain, cotton, and other import trades, none has been discernible for the last dozen years in the supply of oversea timber to these islands; consequently no more tonnage is required for its conveyance than was wanted in say 1887, as the importation of that year has not since been exceeded; consequently it is hard to see what there is in the wood trade to come to the assistance of shipowners. In the year mentioned the average timber ship would be about 250 standards, and when we see ships of a thousand standard, and more, seeking employ ment in the wood trade, it is evident that a great number of smaller vessels must be thrown out of their customary employment. There is one thing helps to check the present decline, which would otherwise become of a much more serious character, and that is the gradual disappearance from the market of the smaller class of sailing ships which composed a considerable portion of the Norwegian timber-carrying fleet: these cannot be replaced as they wear out in the former manner, and the present scale of freights offers no encouragement for shipbuilding or shipowning in Scandinavia. The markets for second-hand ships of this calibre are the United States and the Continent; but our French neighbors find some work for their ships as long as a plank will hold together. Grain freights from New York are at least way of St. John, some portion will drop off | 50 per cent. easier to this country than they were four months ago, and those in the timber trade who were slow to charter will probably have no cause t

Still, as we said, the difficulty attendant on securing small steamers a large quantity of wood naterial, which they would, in ordinary way, have had no reason to expect, so that the drop may be covered before the season is well vanced. - London Timber Trades Journ al, April 27.

Lost in the Storm.

One of our local editors clipped from leading magazine extracts from a vivid description of a western blizzard which we take the liberty to publish and suggest to H. H. Warner & Co., the proprietors of the celebrated Warner's Safe Cure, the feasibility of an extract for an introduction of one of their telling advertisements. The following is the description :

"At the close of a dark day in January a solitary horseman wends his way across the open prairie in one of our western territories. He passes at long intervals an impoverished road, and that is the re- the lone cabin of the hardy frontiersman. Two or three old settlers, of whom h has inquired the way, have warned him that a storm is approaching, and with the standard. As a New Brunswicker, no | true western hospitality, urge him accept shelter for the night. But declines the proffered kindness and urges his thred horse forward. * * * The sky represent: but the question for me is grows suddenly dark. * * * The storm in creases in its fury. * * * The rider dis mounts to warm his fast chilling limbs.

* * Can scarcely breathe. Blindness put my finger down and say I will not comes on. Drowsiness steals over him see this money spent against the interests | The end is near. * * * He is lost in the of the country, though my constituents tend to adopt. I regret that the govern-

The terror which seizes the bewildered traveler is similar to that which over comes one when he learns that he is suffering from an advanced Kidney Disease. and is informed that he is in the last stage of Bright's disease. At first he is informed that he has a slight kidney affection. Later he begins to feel tired. Slight headache. Fickle appetite. Failure of the eye-sight. Cramp in the calf of the Wakefulness. Distressing nevyousness. Rheumatic and neuralgic pains true of the statements of Sir Charles Occasionally pain in the back. Scanty dark colored fluids, with scalding sensa-Gradual failure of strength.

porting these statements? No: I say Any of the above symptons signify Kid ney Affection. His physician treats him moderate term-made a mistake and if for symptoms and calls it a disease, when the junior member for Halifax (Mr. in reality it is but a symptom of Kidney Kenny), believing what he said to be true, repeated that statement, and the trouble. He may be treated for Rheu-Minister of Public Works, in the absence matic or Neuralgic pains, heart affection, of the Premier, fell into the same error, the First Minister should have said : Our ment which he believed to be true and principal duty is to guard the interests of susceptible to. Finally the patient has that they need fear that enemy no more. he claims, put up the wrong prescription. which he made in good faith, and which the people, and not to sit by and allow puffing under the eyes, slight bloating of The trout prey upon the smelts as the The druggist declares that he put up

proper exercise.

The bloat continues and reaches his Then he is informed he has dropsical troubles, and is tapped once or twice. He notices it is difficult to breathe owing to irregular action of the heart, and finally is informed that he has a slight attack of Bright's Disease.

At last the patient suffocates -is smothered-and dies from dropsical trouble. Or perhaps the disease may not take the form of a dropsical tendency, and the patient dies from apoplexy, paralysis, pneumonia or heart trouble. Or it may take the form of blood poisoning. In each form the end is the same. And yet he and his friends were warned by the proprietors of the celebrated remedy known as Warner's Safe Cure, of the lurking dangers of a slight Kidney affection.

He did not heed the warning that a storm was approaching. He declined the proffered hospitality, and recklessly went forward into danger. He struggled manfully for a time, but his strength failed, he grew gradually weaker and he was lost to the world. Not in a blizzard, but from the terrible malady which is occorring in every community, and which is doctored as a symptom instead of what it is,-a mortal disease unless properly

Stubborn Children readily take Dr. Low's Worm Syrup. It pleases the child and destroys the worms.

Smelt Fishery.

HARDWICKE, 29 APRIL, 1889. To the Editor of the Miramichi Advance. DEAR SIR :- The following circular was received by me not many weeks ago. CIRCULAR.

DEAR SIR :- At the close of the fishing season will you be so kind as to fill out answers to the following questions and mail the same! Yours truly, PHILIP Cox. Newcastle, January 12, 1889.

2.—Best catches in fine or stormy ?-Soft or cold weather? Give reasons. 3.—Size of fish compared with former

4 -Is there any difference in average size between fish taken in the first and at last of the season ?- Give your reasons for 5. - Catch greater by day or night ?-

6.-Do you think smelts overfished?-Reasons .- If so what remedy would you 7 .- Where are smelt in July. August September ?- Reasons for your

8. - Where do the young spend the first and second years of their lives ?- Reasons. 9. - What is the smelt's greatest enemy

besides man? Ist-in summer?-2nd-in winter? 10.—Are tomcods increasing or dimin-11 -When are they most numerous, in

the first or last of the season? 12.—Do they always run with smelts? Are they destructive to smelts? 13.-Do tomcods furnish food for any other fish ?-Name and reasons. 14.—Was the season just closed a good | that time, viz : Sir John Harvey, Sir

one ?-Reasons. 15. - Where did you fish ? 1. Date of largest haul of smelt: up or

The largest haul of smelt this season in this bay was the 1st week of December and the week beginning the 18th of February. Only for the extension, the fishing would have been very poor in this bay, As it was, I think it was up not better than an average fishing. only tide that we fish in this bay is the up or flood tide no fish of any consequence are taken with the ebb. 2nd, Best catches in fine or stormy weather?

Fine, cold with westerly winds. The reasons are that in fine weather, with westerly winds, the tide always falls out low and the fish are driven off the shoals to the narrow channels, where they are fished for in this bay. At the first of the flood tide, if there are any fish in the bay we are almost sure to get a haul. In stormy weather, the wind is generally from the eastward and the tides do not fall low, and the fish are scattered over the

3rd. Size of fish compared with former years I have been buying and fishing smelts the past ten years and have never seen larger fish than there were this season. may here, perhaps, say that this Lower Bay du Vin is noted for its large smelt. 4. Is there any difference in average size be-Well, not much, but I think the first and the last-that is, the December and

shoals and do not run in the channel.

the February fish-are the largest, If there are any small fish taken at all in this bay they are taken in January. I cannot tell and, in fact, would not hazard an opinion on the latter part of this ques-

5. Catch greater by day or night? Full or new There are no fish of any consequence taken at night. The catch is greater by day. I think the full moon tides are the

best?

6. Do you think smelt overfished? Reasons. If so what remedy would you suggest? No, I do not! My reason for that the number of lbs. of fish taken is as large as in former years. There is no reply needed to the latter part of this ques-

7. Where are smelt in July, August and Sepember? Reasons for your answer. Smelt leave the rivers after spawning and make their appearance along the shores of the sea-coast about the first of June, and I think that the smelt are at sea in June, July and August. About the first of September they leave the sea and the tidal waters. My reasons for this answer is that I know this to be the case as ever since I could remember I have been about the sea coast of Miramichi Bay, either as a salmon fisherman or employed about a lobster factory, and these months smelts are daily to be seen in thousands, swimming in the clear waters along the outside of Fox Island and the shoal water between Point Escuminac and Point Sapin, I have seen this my. self. The food of the smelt in these months is the spawn of the herring. I do not think that they go out far in the deep waters. My reason for this is that I have seen codfish cleaned and have never

I do not know. I do not think that it is along the sea-coast, as a small smelt is never seen in these large schools that I spoke about in answering question 7. 9. What is the smelt's greatest enemy besides nan, 1st in summer, 2nd in winter.

their stomachs are always full of smelts.

8 Where do the young spend the first and

besides man are tomcods, trout bass, but the latter have been so well fishthe ankles and legs. His physician in- latter are ascending the rivers to spawn in exactly what Mr. Clark's prescription callforms him that it is but the accumula- May and the tom-cods live on them in the ed for.

which the government was induced had largely the effect of giving him a seat three or four millions of the people's tion of the blood in his ankles for want of winter, especially in the upper tidal was ters of the Miramichi.

10 Are tomcods increasing or diminishing? I do not know, as this is not a tomcod 11 When are they most numerous in the first or

season? Are they destructive to The middle of winter. See answer to

No. 9. 12. Not always, nor in all places.

13. I do not know.

14 Was the season just closed a good one My reply to this question will be found in my answer to the 1st question. I have no reasons and cannot tell. I only know

And now, since I have answered these gentlemen, and also Dr. Baxter, last week, in a manner which I hope is satisfactory, I trust that if they have any influence at headquarters they will use it; not in trying to crush the fishermen by harsh and silly regulations that have characterized the Fishery Department ever since the days when Peter Mitchell had charge of it, but make the regulations as a protection to the fisheries and not as means to raise a revenue to pay useless officials who do not care, as long as they get their pay, what becomes of the fisher- N Y. Sold by In reference to my reply to question 9,

would direct attention thereto and the reason I give why the bass have almost become extinct in the Miramichi Bay. I have written to the officials, personally, about this matter, -and, as long as eight years ago I began warning them and I also went around Hardwicke with a petition to the Department asking them to prohibit this hook-fishing in July and August, when there was nothing but poor little bass taken. I also wrote letters in the ADVANCE about the matter. Prayers. petitions and letters were unheeded and to-day, by the inaction of the Department who are wholly to blame in the matter. the bass have become almost one of the extinct fish in Northumberland and Kent waters. It is a very easy matter to put a stop to this fishing, as it is only in th small rivers and bays that these miserable little bass are taken, and only in the 1.—Date of largest haul of Smelts:-up | months of July and August.

> In conclusion, I warn the Fisheries Department that if something is not done the ovster business will soon be gone, but the remedy for this is not the licensing system. Yours respectfully,

A G. WILLISTON.

Death of Hon. D. Hanington M. L. C.

SHEDIAC, May 6.-Hon. D. Hanington. ex-President of the Legislative Council, and member of the Council for Westmorland, died yesterday afternoon, of paralysis, aged 86. The funeral will take place Wednesday at 3.30.

Mr. Hanington's connection with the legislature of New Brunswick goes back as far as 1834, when he was elected for Westmorland county. Sir Alexander Campbell was the governor of the province and the deceased has served either in the upper or lower house under the administrations of all the governors since Wm, Colebrooke, Sir Edmund Head, Hon. J. H. Manners-Sutton, General Doyle, Sir. Arthur Gordon, Hon. L. A. Wilmot, Sir Leonard Tilley, Hop. E. B. Chandler, Hon. R. D. Wilmot and again under Sir Leonard Tilley. His first colleagues from Westmorland were E. B. Chandler, Mr. Crane and Philip Palmer, father of the present Judge Palmer. For about twenty. five years he continued to take an active part in the work of the Assembly. During the administration of Sir Edmund Head he had for some time a seat in the executive council. After the passing of the act of confederation he was appointed to a seat in the legislative conneil, at the session of which he was up till quite recently a constant attendant. In 1883 le was appointed president of the legislative council, which position he held until his esignation in 1886.

Mr. Hanington married in 1831 daughter of the late William Peters, at one time a member of the assembly for Queen's county. His large family remained quite unbroken until the death of W. J. M. Hanington some years ago. Of his 12 children, 11 are still living, viz. ;-Hon. D. L. Hanington, M. P. P. of Dor. chester ; Thos. B. Hanington, of St. John; Rev. E. A. W. Hanington, of Ottawa: A. H. Hanington, barrister, of St. Job Mr. J. P. Hanington, of Shedise; Ar. C. F. Hanington, of Moncton; Dr. Ernest Hanington, Victoria, B. C. , Walter Han- DUKE OF WELLINGTON ? ington, also in British Columbia; Mrs Covert, wife of the Rev. J. S. Covert, of Grand Manan; Mrr. E. V. Godfrey, of Dorchester; and Miss Hanington,

Fresh Fish and the Railways. It was stated recently in our Ottawa

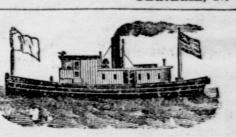
despatches that Mr Schrieber, manager of ominion government railways, had informed members of parliament that "the fresh fish refrigerator express train the coming summer will start from the Gut of Canso and call at all points on the Intercolonial route to Montreal, where fish or other fast freight offers in quanity." This will be a good deal of a fresh fish train, the road skirting, as it does, much of the most mportant fishing coasts of the Maritime provinces. When the C P R Short line through the eastern townships and Maine will have been opened to St. John, N. B., the fresh fish of the Bay of Fundy will reach Montreal ahead of those which will be brought over the Intercolonial rail. way. St. John burbor itself possesses a most valuable fishery, there being taken within a stone's throw of the wharves herrings, alewives, shad, mackerel, salmon bass, and various other fish. Lobsters are, also taken at the mouth of the harbour and go in the bays and rivers, but do not leave along the coast east and west. Codfish are abundant within twelve to twenty miles of the harbour, while the small had dock used for "finnen haddies" are caught on the Digby side of the bay, not forty miles distant, and cured in St. John. The Short Line is going to open a great market for the Bay of Fundy fresh fish, while the Intercolonial can be made useful in marketing the fish taken in the Gulf of St. Lawrence. - Montreal Star.

> Thirteen Cats Shrieked and Died. PHILADELPHIA, April 29.—Leoni Clark.

known on the variety stage as the "cat king," who, with a troop of thirty cats. week, met with a great misfortune this morning. Mr. Clark thought that 'nis codfish. Bass generally and, I may say troop of cats needed some medicine, and always, swim close in along the shore and he went to a neighbouring drug store and had a prescription, which was tried with good results many times, prat up. He then assembled his troop of educated cats 3 in a row and began to administer the medicine. After he 'aad gone down the line, giving doses as far as the thirteenth cat, cat number one, with an unearthly shriek, leaped in to the air and fell dead. The principal enemies that I know of Cat number two followed suit. Cat number three did the same, and so it went ed out now by the Indians in the summer the medicine lay dead before him. Mr in the bays with hook and line, catching Clark is in a terrible state of mind over or any other disease which he is most all the young bass, that the smelt know his loss, and will sue the druggist who,

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cepted) as follows:-LEAVE CHATHAM

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LEAVE NEWCASTLE at 9.15, 12.15, 3.15 and 6 00 o'clock.

The above trips will be made on SOLAR TIME. T. DesBRISAY.

Chatham, April 19, 1889. **ONTARIO'S**

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McLACCAN, NEWCASTLE. Black Clyde Stalligu



Imported by the Northumberland Agricultural Society, will make the Season of 1889 on the same terms, etc , as last year. His route will embrace Blackville, Indiantown, Derby, Newcas tle, Nelson, Douglastown, Napan and Chatham. Duke of Wellington will stand in Chatham every second week after May 1st; other stopping places made known by the Groom after his first visit.

DUKE OF WELLINGTON is a Black Clyde Stallion, rising 9 years old, by Bismarck, a pure Clyde Horse which took four 1st prizes at Rothsay, Scotland, and other places. Bismarck was by old Marquis, and is now 13 years old, stands 17 hands high, wiith great power and superior action was bred by R G. Riddle, Esq., Felton Park, from his celebrated prize-taking Black

Mare by Tweedside.

OLD MARQUIS. Old Marquis was bred by Alex. Lang Garniland, Paisley, and took first prize at Barrhead. Paisley first prize at Rothsay Marquis' dam was seven 1st prizes at Rothsay, and all her produce took prizes. Marquis' Grandshire was Samson, bred by Mr. Logan, Crossfeat, Kilbareban.

DUKE OF WELLINGTON'S Dam was by Old Oxford and Old Oxford by Bringham's Farm-Heather Jock, and obtained in 1859 a, medal at Edinburgh and 1st Prize at Carlisle Langholm, and when 5 years old; et £40 prize at Mid-Calder in Cons Blooming Heather was a good black and Dame was by B'ack Rattler, Grand Dam by Waggoners. Any further information can be given by ne Groom, MICHAEL FITZPATRICK

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