any view to ulterior uses.

But here is another curious circum-

willing to discount the future in cash.

two second-class, two baggage cars.

exclusively for the carriage of lumber.

fresh fruit, fish, bricks, timber, and other

commodities of which we are assured

much of its traffic consists. Much is said

as to the reduction which has been effect-

ed in the expenses, and of the room still

left for improvement in this respect. All

this is truly remarkable. In 1889, ac-

cording to the company, the earnings per mile of road amounted to just under £2

10s a week, and if only one man were em-

ployed for each mile, at, say, \$1 a day,

oang would go half of the receipts at

once. Still, in this, as in other respects,

the Canada Eastern, under the direction

of the Snowballs, may be, as we believe it

is, a quite unique undertaking. At any

rate, there is nothing like it out of New

prospectus, with much dry humour, that

the Temiscouata Railway from Edmand-

feeder" to the Canada Eastern. Well, in

the first place, it is doubtful if this feeder

will ever be built, for, although a charter

has been obtained, the indispensable sub-

value as a feeder may be judged by the

fact that the existing line earned last year

\$9,144, and paid out in expenses \$22,971.

Evidently the Temiscouata itself is sadly

in want of a feeder. The prospectus

winds up with the reiteration by the elo-

quent Snowball of the fact that "the

rolling stock is equal to the traffic ex-

although it is not strictly consistent with

the assertion that "a steady increase may

'be expected in the net earnings, for some

"years to come, of from 25 to 30 per

"cent." People who draw np prospec-tuses should have long memories.

The Financial News, like some

other English journals of its class,

appears to be conducted in the in-

terests of those who are willing to

pay for space in its columns, its man-

agement being ready to lend its in-

fluence to either promote or condemn

any undertaking, as its patrons may

desire; and we presume that the

gauge of the News' praise or blame is

the extent to which its clients' purses

are opened to it. In the same number

of the paper that contains the fore-

going article, there are several others

of quite a different tenor relating to

companies which are placing bonds

apon the market, and, in every case,

are commended to investors by the

News have, we observe, been suffi-

its columns. It is quite probable

that had the Canada Eastern man-

papers of the News class could give

it, rather than on the merits of their

railway, they would have put a few

availed themselves of the rather

doubtful benefit of its unreserved

support, instead of having its col-

amns used in the other direction by

The "Canadianism" of some

with which it passes over some rail-

ways to which the well-informed

would expect it to refer and the evi-

wick" point quite plainly to the fact

that the article was written under

this case, the fact that certain

New Brunswick railways to the so

a rival and unscrupulous interest.

agement depended on such aid

We can quite believe it,

sidy has been refused. In any case, its

Celar Pork, Mess Pork, Extra Plate Beef, Picnic Hams & Bacon,

New Cheese, 420 Bbls. PORK and BEEF. 460 HAMS, finest quality.
50 Boxes CHEESE finest quality.

-FOR SALE LOW BY--C. M. BOSTWICK & CO.,

Baby Carriages.



For sale by W. S. LOGGIE, CHATHAM

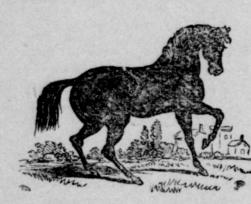


Victor Hugo will leave Newcastle every Tuesday Chatham every Wednesday, as usual. Thursday mornings, commencing June 19th, he will take the early train for Blackville, where he will stand on Thursdays until 6 o'clock, and then travel as far as Schofields' Thursday evening, where he Will remain until Friday morning at 10 o'clock returning to Newcastle on that day. James Conway, Newcastle, June 9th, 1890.

PIANOS.

The Subscriber having taken the Agency of the Emerson Piane, the best and cheapest in the States, and show Catalogue Prices and a sample nstrument to any requiring one. A. W: S. SMYTHE.

"ANGUS CHIEF.



from the New Brunswick government, and travelling under the auspices of the Northumberand Agricultural Society, will make the season as Leave Chatham on Tuesday, sixth day of May and stand at Wm. V. Ullock's, Black River, at noon; the same night he will stand at Archibald Cameron's, Black River, will leave there on Wednesday, and stand at or near-Williston's, Bay du Vin; will leave Williston's next day, (Thursday), and stand at mouth of Napan, re maining there Friday and returning to Chatham where he will stand until Monday 12th. On Monday 12th, will cross the river at Chatham and stand at Stothart' until noon; thence to Newcastle, where he will stand until Tuesday morning; will then leave Newcastle and go up the north side of the Southwest to Parkers, thence to Wm. O'Brien's, Upper Derby, and stay there that night; will leave Wm. O'Brien's Wednesday morning and proceed to Beans On Thursday he will return home 1 the south side of the Southwest, taking Barnaby "Angus Chief" will continue over this route every fortnight for the season. Bear in mind that he will be home in Chatham every Saturday throughout the season and will stand every Monday forenoon at Stothart's Angus Chief is numbered 1913 in the New white pasterns and star, foaled in May 1880, at Crofts, Carmglie, Arbroath, Scotland, bred by David Falconer His sire was Earl of Angus 262, C. H. S. R., dam Peg, 1224, C. H. S R.; sire of sire Lord Lyon, 486, C. H. S. R., dam of sire

Darling by Farmer's Fancy, 300 C. H. S. R.; sire of dam "Landseer;" dam of dam by young Champion, 930, C. H. S. R. KERON GLYNN, Groom.



If you purchase at the Cheap Cash Store where will be found The Best Stock of clothing in Miramichi.

or Men, Boys and Children. Also. -A complete stock of

GENT'S FURNISHINGS Boots, Boots,

In soft and hard hats, I have a fine assortment, A good Stock of

Staple and Fancy Dry Goods of every description. Also-Sunshades, Gloves, Hosiery, Corsets, Gossamers, Jerseys, &c., &c., all of which were bought on Best Terms, and will be sold at

Nice New Pesigns in Silverware, Revolvers, Guns, Riffes, Cartridges, Violins, Trunks, Valises Room Paper, etc.

The Cheap Cash Store.

Newcastle, June 25th, 1890.

Glebe Land Sale.

Public notice is hereby given that the Trustees of Saint Andrew's church, in the Parish of Alnwick, in the County of Northumberland, in connection with the Presbyterian church in (an ida, under and by virtue of the power and authority in them vested by chapter LXIII of the Acts of the General Assembly of New Brnnswick, passed in the year of our Lord one thousand eight hundred and eighty-five, will on Thursday, the twenty-fourth day of July next, in front of the Post Office, in the Town of Chatham, in the County of Northumberland, sell by Public Auction-All and singular that certain lot, tract or parcel of land and premises situate, lying and being in the said Parish of Alnwick, in the County of Northumberland, known as the 3rd tract in the grant thereof to them by the name of the Trustees of Saint Andrew's church, in the Parish of Ainwick, in the County of Northumberland, in connection with the Church of Scotland, bearing date the eighteenth day of July, A. D. 1836, and paring three hundred and thirty-one acres more or

Dated at Alnwick, in the County of Northumberland, this sixteenth day of June, A. D. 1890. JOSEPH SIMP ANDREW MCLEAN, Chairman of Tr stees. Secretary f Trustees, 7.31

SCRATCHED 28 YEARS.

A Scaly, Itching Skin Disease with Endless Suffering Cured by Cuticura Remedies.

If I had known of the Cuticura Ramedies twenty-eight years ago, it would have saved me 230 90 and an immense amount of suffering. My spot no larger than a cent. It spread rapidly all over my body and got under my nails. The scales would and my suffering was endless, and without relief One thousand dollars would not tempt me to have this disease over feel rich to be relieved of what

UTICURA REMEDIES too All I used of them was \$5 worth. It you had been person ever was. Through force of habit I rub my hands over my arms and legs to scratch once in a while, but to no rurpose. I am all well. I scratched twenty-eight years, and it got to be a kind of second nature to me. I thank you a DENNIS DOWNING, Waterbury, Vt.

Cuticura Resolvent

The new Blood and Skin Purifier, internally (to cleuse the blood of all impurities and poisonous elements), and CUTICURA, the great Skin Cure, and CUTICURA SOAP, an exquisite Skin Bautifier, externally (to clear the skin and scalp, and restore the hair), instantly relieve and speedily cure every species of itching, burning, scaly, crusted, pimply, scrofulous, and hereditary diseases and humors of the skin, scalp, and blood, with loss of hair, from infancy to age, from

Sold everywhere. Price, Cuticura, 75c; Soap, 35c.; RESOLVENT, \$1.50. Prepared by the POTTER DRUG AND CHEMICAL CORPORATION, Boston, Est Send for "How to Cure Skin Diseases," 64 ages, 50 illustrations, and 100 testimonials.

PIM PLES, black heads, red, rough, chapped and oily skin cured by CUTICURA SOAP.

ACHING SIDES AND BACK. Hip, kidney, and uterme pains and weaknesses relieved in one minute by the Cuticura Anti-pain Plaster. The first and only pain-

UNPRECEDENTED ATTRACTION!

MA QUI IN A Louisiana State Lottery Company

Incorporated by the Legislature for Educafranchise made a part of the present State constitution, in 1879, by an overwhelming popular

To continue until January 1st, 1895. Its MAMMOTH DRAWINGS take place Semi-Annually, (June and December), and its GRAND SINGLE NUMBER DRAWINGS take place in 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 Louisiane 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 fac-similes 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

R. M. WALMSLEY, Pres. Louisiana National Bank PIERRE LANAUX, A. BALDWIN,

CARL KOHN. Pres. Union ational Bank.

Grand Monthly Drawing, at the Academy of Music, New Orleans, Tuesday, August 12, 1890. Capitalprize,\$300,000 100.000 Tickets at Twenty Dollars

1	PRIZE OF	\$300,000 is	8
1	PRIZE OF	100,000 is	
1	PRIZE OF	50,000 is	
1	PRIZE OF	25,000 is	
	PRIZE OF	10,000 are	
	PRIZES O	F 5,000 are	
	PRIZES O		
100	PRIZES O	F 500 are	
200	PRIZES O	F 300 are	
500	PRIZES O	F 200 are	
-		PPROXIMATION PRIZES.	
100		\$500 are	
			978
100	do	300 are	
100	do	200 are	
		TERMINAL PRIZES.	
999	do.	100 are	
	do.	100 are	

AGENTS WANTED FOR CLUB RATES, or any further into learly stating your residence, with State, County, street and number. More rapid return mail

delivery will be assured by your enclosing an Envelope bearing your full address. IMPORTANT.

Address M A DAUPHIN, or M A DAUPHIN, change, Draft or Postal Note.

By ordinary letter, containing Money Order issued by all Express Companies, New York Ex-Address Registered Letters containing Currency to been microscopically small. The success of its expressions, the favoritism which has been achieved in floating these NEW ORLEANS NATIONAL BANK.

REMEMBER that the payment of izes is GUARANTEED BY FOUR NATIONAL BANKS of New Orl The Louisiana State Lottery Company, which the SUPREME COURT OF THE U.S. has decided to be a CONTRACT with the THE FIRST OF JANUARY, 1895 LOUISIANA STATE LOT-

NINETEEN HUNDRED AND

The Subscriber offers for sale the following property, situate in the Town of Chatham, namely:—
The property known as the Temperance Hall Field, formerly owned by the late Hon, William Muirhead, containing about twelve acres, The dwelling house situate on Foundry Lane known as the Mary Moore property.

The Mil! Whar, property, situate on the easterly ide of the Miramichi Foundry, property extendng to the westeriy side of Alex. Fraser's land. The property situated on the south side of Water Street, opposite the Muirhead Mill, and known as part of the Cunard Mill property. If not sold at Private Sale before the 1st October, next, the above property on that day will be offered at Public Auction, ar 12 o'clock, noon, in front of the Post Office, Chatham.

L. J. TWEEDIE.

For terms and further particulars, apply to

A Teacher is required to act as Assistant to Mr. \$90 per Annum. Class-room provided. J. S. BENSON,

Secretary to Trustees. dently there is a mistake somewhere. Chatham, July 11, 1890.

Miramichi Advance.

CHATHAM, N. B. JULY 24 1890.

The "Only Winter Port." Quite spirited and, at times, indignified discussions are indulged in and Traffic Company of New Brunswick by the Halifax and St. John papers in reference to the respective claims of those places to be classed as winagain. I am a poor man, but ter ports. The latest outbreak of some of the doctors said was the controversy is caused by a statement printed in red ink on the Canadian Pacific map in the St. John Exhibition pamphlet that that here and said you would have cured me for \$200.00, you would have had the money. I looked like the picture (No. 2, page 47) in your book, "How to Gantic seaport open all the year "around," etc. The Halifax papers naturally object to this statement and they roundly abuse those re-

sponsible for it, and the results will,

no doubt, be disadvantageous to the

exhibition. Even the Moncton Transcript says editorially :-"Such a claim is unworthy of the management of a great enterprise in view of the notorious fact that Halifax is an all the year round open harbor. To insinuate that Halifax is in winter a frozen harbor, may do very well for a St. John newspaper which has no vision of the fate of Ananias before its eyes, but it is unworthy of an exhibition association which claims to be both interprovincial and international in its operations and which desires the co-operation of the very people whom it attacks."

After all, the matter of Halifax being or not being, at all times, an open port is one of fact. If it be true that its harbor has been, at times frozen over, so that ships could eight locomotives, three first-class cars, not reach the city, then it cannot be twelve box cars, and seventy-seven flat truchfully claimed that it is, at all cars, the latter being used, we believe, times, an open port; and, per contra, The Canada Eastern is evidently not frozen over, while Halifax has been, then there is nothing to complain of n the statement of the exhibition pamphlet. The Halifax papers have so persistently claimed that that harbor has never been frozen over, that such papers as the Transcriptwhich can know nothing of the facts -believe them. What Halifax papers may say, however, or what outsiders may believe cannot make us forget the evidence of our own eyes. We have seen Halifax Har- Brunswick. It is further asserted in the bor so solidly frozen that loaded horse-teams went over it to points ston to Moneton will be "a very valuable below the upper end of McNab's Island; at the same time the ice extended as far down as a line between York Redoubt and Meagher's Beach passengers and freight from the Cunard steamer were landed and shipped from the harbor ice, into the solid part of which that vessel had been brought by men cutting the ice away for quite a long distance, and, then, the steamer lay some two miles below Cunard's wharf. On that occasion no vessel could get within several miles of H. M. S. Dockyara, because of solid ice, while there was good sleighing on the harbor along the whole city front. The commerce of Pres. State National Bank | the city by sea was almost totally suspended and the port was no more Pres. New Orleans National Bank. | an open one, for practical purposes than is the Miramichi in mid winter. Facts are stubborn things and these are facts within the writer's personal observation. We do not pretend to say that such a closing of the port to navigation by ice is an every-year occurrence in Halifax, still, we caneach Halves \$10; Quarters \$5; Tenchs 2; twentieths \$1. not understand why the papers of that city should grow so rabid whenever the fact that it is not an abso-

rectly referred to. A Reckless Attack.

lutely open winter-port is even indi-

don, Eng., "Financial News" of

July 10th :-Whether any good thing can come out of the Canadian province of New Brunswick has yet to be proved to the satisfac tion of British investors. So far, their experience has been quite the other way about. Amongst the Dominion railways, which, with the exception of the Canadian Pacific, have been peculiarly unpro-fitable enterprises, the New Brunswick nation desired, write legibly to the undersigned, learly stating your residence, with State County, unmitigated failure. Look at their dismal record. The Albert, the Elgin and Petitcodiac, the Caraquet, and the St. John and Maine lines are all more or less disastrous undertakings whose securities have been dumped upon British investors. New Orleans, La., In the aggregate, considerably more than £1,000,000 sterling must have been taken wick, and the amount received back in the way of interests and dividends has plain. doubtful or worthless securities in London has apparently stimulated the appetite of other railway promoters in the province, for we learn that an issue of five per cent. bonds by the Canada Eastern Railway is being got ready behind the scenes, and will shortly be introduced to the English public. The amount of the

REMEMBER that the present charter of issue was originally to have been £381,000. pear to have cut it down to half, which the inspiration of those whose suc will be offered at 97 per cent., unless, as is probable, the facts we are about to set forth relegate the whole scheme to the limbo of a deserved obscurity. The Canada Eastern runs from Chatham to Fredericton, the capital of the province. with a branch to Indiantown. These towns may be important centres of commerce, but we doubt if they are known as such out of New Brunswick and the prospectus of the Canada Eastern. Then we are told, with a great flourish of trumpets, that the business of the road is derived from nearly every Canadian product, including wood, fish, bricks, fruits, oysters, cotton manufactures, &c., and that a pulp mill, a cotton mill, and two an understanding of the direction tanning extract works are located upon from which the bombastic attempt is the system. This is a brave showing, but, unfortunately, no figures are furnished to indicate what it means in the shape of actual traffic; and what the investor has to remember is that the region which the line traverses is extremely poor yielding little in the shape of traffic except lumber. Abundant statistics, however, are furnished in regard to the revenue and expenditure; the only ques tion is whether they are altogether reliable. In 1888, it is stated, the net revenue amounted to \$24,849, while in 1889 it had increased to \$34,356, the gross earnings in that year having amounted to

The News would have its readers believe that Dominion railwayswith exception of the Canadian Paci-Brunswick lines particularly so. its reckless assertion, and as the arti-\$76,222, and the expenditure to \$41,865. But these very captivating figures, which | cle evidently emanates from a Canaare meant for British consumption, do not dian source, well informed in respect seem to accord with the returns supplied by the company to the Canadian Govern- of railway matters in this province, Harrison in Grammar School, Chatham. Salary
Harrison in Grammar Sc the year ended June 30, 1889, amounted to \$73,000, of which all but \$6,000 was any more non-paying lines, it would ing that the writer of the article is It is unfortunate, however, that the money back. And the queer thing is Dated Newcastle, 20th May, 1890.

of a deserved obscurity."

part, but, on the whole, we should be longest of these, however, ought not most inclined to accept the official figures, which were probably not compiled with to be considered a failure by the News writer, at least. We refer to stance. Although the line last year only the St. John and Maine, which is 92 earned, according to the directors' own miles long. It was leased to the showing, a net amount of £7,084, an undertaking called the Railway Leasing New Brunswick Railway Company is prepared to lease it at a net annual rental of £19,450, and has, it is said, deposited in trust a sum sufficient to pay this rental for five years. The lessee company is evidently formed entirely on a philanthropic basis. It is really a pity that it should confine its operations entirely to New Brunswick, when there is such a wide field for the exercise of its benevolent methods in other directions. It would be interesting to know who are the noble-minded individuals at the back of this Leasing Company, and what is the self-sacrificing motive which prompts them to want to work at a loss the bankrupt railroads of New Brunswick. Are they in any way connected with the two part of their much-boasted short line | world. gentlemen of the melting name of Snowbetween the west and their Canadian ball, who, together with the so-called lumber king of New Brunswick-Mr. Gibson-and one of his relatives, practiocean termini-St. John and Halifax. And it is a conclusive answer to the cally make up the Board of the Canada News' attack upon the St. John and Eastern Railway? There is evidently a Maine as a worthless investment that, "nigger in the fence," somewhere, and the problem is to discover him. To an on Saturday next, that road together ordinarily constituted mind, taking the with the whole New Brunswick Comaverage sordid view of things, it is difficult to understand why any company pany's system passes into the hands of should be willing to take for £19,450 a the Canadian Pacific, who pay a hand year a line which in the year ended June some sum for the acquisition over and 30 last only earned, according to the Government returns, about £1,200. The above what was paid for it only a few future prospects, of course, may be wonyears since to the St. John and Maine derfully brilliant; but, if so, they are people. Deducting this line from the very different from those of all other New Brunswick railways, and, in any case, it | News' New Brunswick "downright is a little bewildering to find the natives unmitigated failures" we have but 1461 The humour of the prospectus is, however, as striking as the mysterious philanthropy upon which it is based. The line, it is said, is in first-rate condition, and is "amply provided with rolling-stock." 'Amply" is, of course, a relative term. The amplitude in the present case bears eloquent testimony to the traffic of the road. According to the official returns, it was represented, on June 30 last, by

miles remaining as against 11641 miles that are successful. Indeed, it may be asserted, without fear of refutation, da or the United States, and no subject of the empire save one of the class who are ever ready to place their own ant as much of the article indicates he selfish interests above those of their is-and we can hardly think otherwise country, would lend himself to the than that his ignorance is merely work of decrying this province and its assumed in order that he may be the article is evident in nearly every one of the four New Brunswick railways ment. The News endeavors to make which are particularly singled out for that journal's execration. It puts the sum at "considerably more than £1, ed debt of those roads is as follows:-

Elgin and Petiteodioc...... 260,000 Caraquet..... 500,000 St. John and Maine..... 216,664 gross bonded debt of the railways referwas absorbed by the negotiations and other than British, and it is fair to assume that not more than one half the actual bonded indebtedness is represented by British capital. Instead, therefore, of the News' "considerably more than £1,000,000 sterling" we have, as the British investment, only the half of \$1,576,237, which is less than £163,000. So much for the value of the News' estimate of British in-

restment in its condemned New Bruns-

wick railways. What meaning the News intends shall attach to the expression "behind the scenes when referring to preparacions for floating the proposed Canada Eastern bonds, it is not easy to determine. The preparations were made, we think, in the usual way, and even the News does not make any statement to show that they were not. It is true that the News was not asked to accept | News. any of them or their proceeds as an inducement for it to boom them on the market, nor did certain of the directors of the company secure a government three per cent. guarantee of them and these companies, whose undertakings then allot to themselves the lion's at twenty-five cents the dollar. The neglect of these ciently wise in their generation to formalities, with which the News writer is, no doubt, familiar may, in the estipurchase large advertising space in mation of that journal, indicate some thing unusual "behind the scenes," but, to the ordinary mind, such practices are "more honored in the breach than in the observance" and the investing public will not have any less confidence in the enterprise because its pounds in the News' way and, thus, directors did not resort to them.

The News may deem it a creditable thing to be ignorant of the position of Fredericton and Chatham as commercial centres in Canada, but few enlightened persons will agree with it. There was a time when even Englishmen who That the News article is not from were more or less interested in Canathe pen of a British writer is mani- dian affairs were excused for not knowout of the pockets of the public here by the enterprising natives of New Bruns- from a cis-Atlantic nep is equally province, or a village in Nova Scotia from a cis-Atlantic pen is equally but it is needless to say that men who know so little as that at the present day cannot hope to deal successfully with business affairs on this side of the Atlantic. They may be sufficiently well informed to write leading articles dent animus of its reference to "the for such papers as the London Finanso-called lumber king of New Bruns- cial News and, thereby, influence persons of as shallow attainments as themselves, but, otherwise, they will be harmless to effect the mischief they may be quite willing to work upon any part of the empire they may be paid to

cess has, to no small extent, been promoted by a liberal use of British investors' money in either buying The News will find that the Mir out or crushing rival interests. In amichi, of which Chatham is the leadtown, ranks second amongst called railway magnates" were once the ports of New Brunswick, and that constrained to hand over some \$800,its annual trade amounts to more than 000 for his share of one of the despised \$1,000,000—nearly as much as all the British capital invested in the provincial railways decried by that paper called lumber king," may assist to Fredericton is the second city of the province in size and is, besides, the seat of government, has a very large made "to relegate the whole scheme" trade, as evidenced by the fact that of the Canada Eastern "to the limbo has four banks and, though an inland city, an import and export trade rank ing fourth amongst the ports of the province. These are respectively the eastern and western termini of the Canada Eastern, which runs between fic-have been failures, and New them along the beautiful valleys of the It Miramichi and Nashwaak rivers, rames four of these roads in proof of through such populous centres as Blackville, Doaktown and Boiestown, with a well-settled and productive agricultural district intervening and forming an al-

argue a narrow distrustfulness on our of 1311 miles in the province. The and maliciously misrepresents it. the province and its railways in the Strangers who travel by the Canada estimation of our fellow subjects in Eastern between Fredericton and Great Britain, who may contemplate Chatham invariably express their de- making investments or seeking homes light with its appearance. They are in New Brunswick. It is for this surprised that it presents such a pleas- reason that we feel how inadequate a ing contrast to the districts traversed merely local paper is, even when dealby the lines just acquired by the Cana- ing with a home subject, to reach and several years ago, and as that organi- da Pacific and that generally along the counteract the influence abroad of zation is composed largely of gentle- line of the Intercolonial. They see the such papers as the Financial News, men identified with the commerce of cars of the Canada Eastern daily filled whose columns seem to be a purchasboth Canada and the United States, it with local passengers of as thrifty, in- able commodity to be used by its may safely be assumed that they have telligent and well-to-do a rural class as clientage, regardless of justice, unrea different opinion of it from that ex- can be found on the continent, and they, stricted by responsible editorial surveilpresssed by the News. More than as well as our own people will, therefore, lance and absolutely reckless in its that :- so astute a body of railway au be surprised to read the News' reflec- misrepresentation of well-established thorities as those controlling the Cana- tions upon the locality as an "extreme- facts. dian Pacific, have been, for a good ly poor one, which it has been reservwhile, desirous of acquiring this very St. | ed for that pretentious London finan-John and Maine railway, because it is a | cial journal to untruthfully give to the

> the News' article is its inconsistency of Templar of Hamilton: statement. It alleges in one sentence that the prospectus of the Canada | Santary Law - Numbers 5: 2. Eastern furnishes no figures as to its actual traffic, while in another it says "abundant statistics are furnished in regard to the revenue and expenditure.' What are "statistics in regard to revenue and expenditure" but "figures as to actual traffic?" Argument on this point would be a waste of time. In reference to the News' assertion

that the line has little traffic, save in lumber, we may say that the returns furnished to the government, and which even that paper dares not question, show that lumber furnishes only that New Brunswick railways are, mile about a quarter of the traffic. It for mile, as good investments as any would not of course, serve the News' similar property in other parts of Cana- purpose to refer to the official figures for support on this point.

If the News writer were not as ignormore free in his misrepresentationshe would hardly have the hardihood to blunder, as he does in reference to the alleged discrepency between the statistics of the prospectus and those officially furnished to the Dominion Governit appear that they are for the same period, whereas those of the prospectus are for the year closing 31st Dec. 1889, while those furnished to the gov- laymen took the leading part in reading ernment are for the year closing June 30th of the same year. The larger volume of traffic shown in the prospectus year indicates merely the actual ratio of increase of traffic that the road Total, \$1,576,237 has enjoyed since its opening, and No person acquainted with the sub- which, we have no doubt, causes the ject will believe that one half of the envy of those who have inspired the News. As to the net earnings we be red to has absorbed British capital, for lieve they were much greater than all the bonds sold at much below par, shown in the official figures, for we and no small portion of their face value happen to know that some very large liabilities, which were properly chargein commissions and other expenses. able to capital, were paid off out of last Add to these items the investments | year's traffic receipts. The actual earning-capacity of the road is, therefore, greater than stated by the manage-

> As to the annual rental paid for the railway by the Leasing and Traffic Company it is fair to assume that, like all others who are acquainted with the undertaking, they have faith in its future. They did not obtain the lease on the basis of its first, or second, or third year's receipts. Their lease is for a period of twenty years with a renewal covenant for twenty years more. Basing estimates on the yearly trafficincreases since the road was opened those who know its capabilities and prospects believe the Leasing Company have made an excellent bargain for themselves. People who live in this country have more faith in its future than the interested croakers of the The application of the term "bank

rupt,"-even by "inference-to a new road that has shown such earning powers as the Canada Eastern-a road that was taken hold of and built with a speed and enterprise which commanded the admiration of the whole it, is a reckless exhibition of malice

have paid the News to do their work. A further proof of the deliberate purpose of the News to misrepresent Canada Eastern affairs is found in the statement that, "according to the earned about £1200 for the year ended 30th June last. To be within a year the News' ideas of accuracy.

In dealing with the rolling stock of the Canada Eastern the News resorts to the same disreputable tactics :- viz., giving returns a year old for those of the present year. It makes an atthis branch of its subject and conveniently ignores the well-known fact that the rolling-stock of a railway may be very small compared with its traffic. This is especially so in respect of new roads in the provinces. All our railways are of the continental fgauge, and the older and well-equipped roads, new lines with required cars. Those owned by the Canada Eastern are greater in number than the News states, but they are about sufficient for its local traffic, while hundreds of cars from other lines, and representing all sections of the United States and Canada, may be seen daily in its yards, proving at once the great area from which its traffic is drawn and the fact that there are many things connected with the line and contributing to its ever-increasing traffic, of which the "Another patent-medicine advertise-News is ignorant and upon which those who inspire it do not propose to give ordinary sort. The medicine is Dr.

If time permitted we might further show how indefensible the News' attack upon the Canada Eastern is. But we have said enough to disprove its most important and serious allegations. Unlike the News we address readers, most continuous succession of farms. many of whom live along the route of The News presumes to characterise the maligned railway, and, therefore, buy another bottle, and perhaps another. The Justices of Northumberland, can obtain the absorbed by the working expenses. Evidently there is a mistake somewhere. But these four aggre-either altogether ignorant of the country there is a mistake somewhere.

A Bible Newspaper.

Miss M. J. Sanderson, of Peterborough, publishes the following clever compilation Another illustration of the crudity of of scriptural texts in this month's Royal

Foreign Items-Deu. 1; 8; Acts 16: 1-8. Legal Items -- Acts 23: 1-6. Homoepathy-2 Kings 5; 10; John 2: 7. Allopathy—Isaiah 38: 21. Faith Cure—John 4: 50. Home Circle-Luke 10: 38-42. Children's Corner-Gen. 37: 1-4. Christian Life-Rom. 20: 1: Judges 13, 4; Pro-

Political Intrigue—Ezra 4: 1-6 Providential Help—Ezra 5: 5. Question Drawer—Luke 10: 25 and

38; 1 Peter 4: 18, Editorial—Isaiah 26; 1-4 Contributed | Poem—Luke 1: 68-75. | Story—Jeremiah 35: 1-5 and 19 | Fashion Notes -Num. 15: 38; Isa. 3: 18-22 emperance Column-Isaiah 5: 11 and 22: Hab 2: 12 and 15. Personals—Heb. 11: 4-8, Rom. 16: 1. Marriages—Gen. 41. 45; Ex. 2: 1.

Births-Acts 7: 20; Ruth 4: 14.

Phil. 4: 6, 7 and 14-15.

Deaths-Gen. 23: 2; Gen. 25. 8 bituary-2 Chron. 32: 27-33; Gen. 5: 24; 2 Chron Advertisements -Personal Safety-Psalm 4. 6-8; Prov. 3: 25-26. Wanted-Job 28: 12 and 20. Where Found-Deut 4: 5-6; Job 28: 28; Psalm

Recipes - Prosperity - Deut. 23; 1 Lev. 25: 18-19. Long Life - Ex. 2: 12; Prov. 4; 13 and 23. Rest - Jermiah 6: 16. Peace - Phil. 2: 3;

The Catholic Truth Conference. [Boston Herald.] The English Roman Catholics have recently held a conference in Birmingham which is closely patterned after the annual congress of the Church of England, and is intended to give the same opportunity for free discussion in the Roman church which is afforded in the Anglican communion. Nearly all the readers of papers were clergymen. In this respect the conference widely differed from the one recently held in Baltimore, where essays and discussing their contents. The papers of this Roman conference, as republished in the London Tablet, indicate what the English Roman Catholics are thinking of. The Bishop of Salford discussed "England's Conversion and the Power of Prayer;" Fr. Ryder commented on "The Controversy of the Future;" Rev. J. Lawless submitted a paper on "The Salvation Army;" Fr. Strappini discussed "The Spirit of Latitudinarianism," Fr. Richardson presented the need of "The Catholic Press;" Dr. Sweeny point ed out the difference between "Urban and Rural Populations;" and "Christian Art" was considered by two different writers, one a priest and the other a layman. This is the first time that the L. J. TWEEDIE. Roman clergy in England have attempted to follow in the footsteps of the Anglicans, and it can be rightly said that they have made an excellent beginning. Every religious body to-day feels the need of free and enlarged discussion of vital questions. There is a demand for reaching out to

calling attention to them. A Women's Suffrage Speech.

many-sided interests in modern life, and

no religious body can do its work proper-

From a speech of Mrs. Livermore at the N. E. Suffrage Festival, Boston: When it was the desire of many that Miss Anne Whitney's beautiful statue of Harriet Martineau should be placed in the Public garden for a year, in order that every one might have a chance to see it, Wendell Philips and I committee appointed to wait upon the city fathers of Boston and speak in bethe least difficulty in paying its bills or came, Mr. Philips sent word to me, sayalmost impossible for me to leave her I wish you would go and represent both premises and every part thereof. of us." So I went alone before the cominto the courts of law. It shows the mittee of the aldermen. They listened to character and desperation of those who | me in stolid silence. Then one of them asked. "Who was Harriet Martineau?" I said that she was a celebrated Englishwoman, who had done thus and so. "An Englishwoman! An Englishwoman!" in tones of great disgust. What do you want to set up a statue of an Englishwoman for? Why don't you set up a government returns" that road "only statue of Mrs. Howe, or of yourself?" I related the great services of Hariet Martineau to humanity. "Who made the 30th June last." Those were the fig- statue?" another city father then asked. ures of the year previous to that ending | I said, "Miss Anne Whitney of this city." 'Pshaw! A woman couldn't make a largest in Canada. of the period with which it is dealing who made the statue of Sam Adams that Drs. G. J. & H. statue." I said, "She is the same woman now, that is certainly a mistake," said another member of the committee: "I know the statue of Sam Adams was made by a man. Why, I was up in Chicopee when that statue was cast in bronze, and I know the man who cast it." 1 explained that a statue is first modelled in clay by the sculptor, and afterwards cast in bronze by the workmen; but he could not tempt to be witty when referring to be made to understand it. Now what can we expect when men of such ignorance are elected to office? This is what delays woman suffrage in America. We have altogether too many small men who must have their turn year after year up in the legislature. Some one has said that is a splendid education for them. Yes, but in the meantime we are forgotten. If we could keep the same men there, we might in time educate them up to giving women suffrage; or we might as well as companies who supply rolling | badger them or worry them to death. I stock, exclusively, on rental furnish | should be entirely resigned to either way. My friends, this is not a pious speech. but I don't feel My pious times are out in Kansas and Wyoming. Then I am very pious. Then I sing the song of rejoicing and the song

> QUEER WORLD! Queer people! Here are men and women by thousands suffering from all sorts of disease, bearing all manners of pain, spending their money all on physicians and "getting no better, but rather worse," when right at hand there's a remedy which says it can help them because it's helped thousands like them. ment," you say. Yes-but not of the Pierce's Golden Medical Discovery, and it's different from the ordinary postrums

It does what it claims to do, or it costs

The way is this: You pay your druggist \$1.00 for a bottle. You read the directions, and you follow them. You get better, or you don't. If you do, you Both statements cannot be right. It may gate only 238 miles out of a total try or, being well-informed, purposely sent things as they are, but to injure sick when the remedy's so near at hand.

NEW YORK

STEAMSHIP

VALENCIA

THE IRON STEAMSHIP.

(CAPT. F C. MILLER) Custom House for NEW YORK, via Eastport, Me., Rockland, Me. and Cottage City, Mass.

1600 Tons, .

FRIDAY AT 3 P. M.

(Eastern Standard Time). Returning, steame

Pier 49, East River, New York,

every Tuesday at 5 p. m. (Eastern Standard Time,) for Cottage City, Mass., Rockland, Me Eastport, Me., and St. John, N. B

Freight on through bills of lading to and from all points south and west of New York, and from New York to all points in the Maritim Provinces. money by ordering all goods forwarded by the New York Steamship Company. TICKET SOLD AT ALL STATIONS ON THE INTER COLONIAL RAILWAY.

For further information apply at office 228 Prince Wm. St., St. John, N. B., or at Head Office, 53 Broadway, New York. N. L. NEWCOMB, G. J. MACKRELL, General Manager, Gen. Pass & Freight Agt. FRANK ROWAN, Agent, Saint John, N. B.

Notice of Sale.

in the County of Northumberland, in the Province of New Brunswick, Farmer, and to all others whom it may concern. Notice is hereby given that by virtue of a power f sale contained in a certain Indenture of Mortgage, bearing date the twenty-third day of November, in the year of our Lord one thousand eight hundred and eighty five, and made between castle, in the County of Northnmberland and Province of New Brunswick, Farmer, of the one el of land situate, lyiny and being in the Parish Brook, in said Parish of Chatham, above by lot lake, deceased, and extending in rear to the ontaining one hundred and fifty-six acres more r less," excepting and excluding thereout, nevereces or parcels of the said lot since the date of aid grant to the said Duncau McRae. Toether with all and singular the buildings and vileges, hereditaments and appurtenances to nd remainders, rents, issues and profits thereof of the said Hugh McMurray of, in, to or upon

he said lands and premises and every part there Dated the thirteenth day of May, A. D., 1890. WILLIAM MCMURRAY:

Solicitor for Mortgagee.

Notice of Sale.

Alexander Morrison, of Chatham, in the County of Northumberland, in the Province of New Brunswick, merchant, and to all others Notice is hereby given that by virtue of a. f Mortgage, bearing date the thirtieth day of lovember, in the year of our Lord one thousand ly unless it responds to the call for the eight hundred and eighty-six, and made between treatment of questions which discuss the Brunswick, merchant, of the one part and the elations of religious truth to society and ndersigned John Ellis of the same place, gentleman, of the other part, which mortgage was duly berland, on the thirty-first day of December

to individual men. The English members of the Church of Rome are fully alive to these demands, and Cardinal Manning has ages 157 and 158, and is numbered been a prime leader in the movement for Power of Sale and for the purpose of satisfying Mortgage, default having been made in payment thereof, be sold at Public Auction, on Friday, the fifteenth day of August next, in front of the Post Office, Chatham, in said County, at twelve o'clock, noon, the lands and pre lows, namely: "All that tract, piece and parcel estate of the late Thomas H. Peters, deceased and known and distinguished in the Partition ced of the said estate as the Johnson place and ontaining by estimation ninety acres more or orrison by William Morrison and wife, by Inaly, in the year of our Lord one thousand eight. province—and which has never had half of the petition. When the time and the rights, members, privileges, hereditaments and appurtenances to the same belonging sues and profits thereof of the said Alexander Dated the thirteenth day of May, A. D., 1890.

L. J. TWEEDIE.

Solicitor for Mortgagee.

of age and over, can find steady work for the next twelve months. No experience needed. Wall instructions given. We engage on Salary and pay age and enclosing photo,) STONE & WELL-INGTON, Montreal, Que. J. W. Bgall, Manager. Special inducements to new men. Nurseries-Fonthill, Ont. Established 1842, 465 acres, the

Sproul. SURGEON DENTISTS.

Teeth extracted without pain by the use of Nitrous Oxide Gas or other Anæsthetics. Artificial Teeth set in Gold, Rubber & Celluloid. regulating of the natural teeth. Also Crown and Bridge work. All work gnaranteed in every respect, Office in Chatham, BENSON BLOCK. Telephone In Newcastle, opposite Square, over J. G. KETHRO'S Barber shop. Telephone No. 6.

Rosewood, Walnut, etc., Coffin finding and Robes and will supply at the very lowest rates. He will also furnish Pall James Hackett, Undertaker.

Seed Oats for Sale.

2000 BUSHELS SEED OATS. QUALITY FOR SALE. FLANAGAN.

NOTICE TO MAGISTRATES.

SAM THOMPSON, Clerk of the Peace. Northumberland.