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St. John, N. B.

CARDS,
CIRCULARS,
POSTERS,
PROGRAMMES
—AND—
JOB PRINTING OF ALL KINDS
executed on the most reasonable terms
Orders from the country will receive prompt at enti . .
P. TOLE, Proprietor.

Notice of Sale.

To the ALBERT MANUFACTURING COMPANY and all other persons whom it doth or may concern :—

TO be sold at Public Auction at the office of the Albert Manufacturing Company, at Hillsborough, in the County of Albert, on Monday, the thirty-first day of December next, at the hour of twelve o'clock, noon, all that certain Lot of Land and premises situate in the Parish of Hillsborough, in the County of Albert, formerly purchased by the Albert Manufacturing Company from one Joseph A. Steeves and wife, and more particularly described in a certain Indenture of Mortgage made by the Albert Manufacturing Company to Calvin Tomkins, which mortgage is recorded in records of deeds for the County of Albert, in Libro M, Folio 310, and number 6,230 of 2nd June, 1871.

The above sale is made by virtue of a certain power of sale contained in the said Indenture of Mortgage hereinbefore mentioned.

Dated this twenty-sixth day of September, A. D., 1883.
JOSEPH T. TOMKINS,
sept20 Assignee of above-mentioned mortgage.

The above sale is postponed until Thursday the thirty-first day of January, A. D., 1884, at the same hour and place.
JOSEPH T. TOMKINS,
Assignee of above-mentioned mortgage.

The above sale is postponed until Friday, the twenty-ninth day of February, A. D. 1884, at the same hour and place.
JOSEPH T. TOMKINS,
Assignee of above-mentioned mortgage.

For Sale or to Let.

THE PROPERTY 157 Waterloo street, owned and lately occupied by Hon. T. W. ANGLIN.

The lot is 66 feet by 102 ; the house, which is one of the largest and most commodious in the city, is thoroughly well built and well finished ; has all modern conveniences, and is heated throughout by Garth's hot water system. Terms made known on application to
THOS. FURLONG,
Water Street.

Farm to Lease.

THE FARM at Gardner's Creek, St. John County, lately occupied by John Yorke, will be leased on reasonable terms for a number of years. It contains ONE HUNDRED ACRES, more or less, a considerable portion of which is under cultivation. For terms &c., apply to
HUGH DOHERTY,
SYDNEY MARKET,
Britain Street, St. John, N. B.

M. McDONOUGH,
MERCHANT TAILOR.
22 North Market Street.

JAMES SMITH,
(SUCCESSOR TO FRANCIS COLLINS),
Leather and Commission Merchant
92½ PRINCE WILLIAM STREET,
ST. JOHN, N. B.
may5

NOTICE.

THE undersigned Barristers have this day entered into a Professional Co-Partnership under the name, style and firm of
ARMSTRONG & WINSLOW.
Offices: Sands' Building Prince Wm. St.
J. RUSSELL ARMSTRONG
WARREN C. WINSLOW.
St. John, N. B., May 4th, 1883. tf

C. M'GOURTY,
CITY CONTRACTOR,
203 Waterloo Street,
(Next St. Mary's Church,)
ST. JOHN, - - - N. B.
Building Stone for Sale.
Estimates furnished for Stone Walls and Excavations of all kinds.
Orders left at Mr. THOMAS CAMPBELL'S Plumbing establishment, Germain Street, will be promptly attended to. mar3 tf

JOHN L. CARLETON,
Barrister & Attorney-at-Law,
Solicitor in Equity, &c.
OFFICE :
1 Palmer's Chambers, Princess St.,
SAINT JOHN, N. B.

COFFIN AND CASKET
WAREROOMS.
Coffins and Caskets in all Styles and Prices.
ROSEWOOD CASKETS,
Very Nicely Trimmed,
$35 and $40 Each.
Everything in the line required for turning out first-class style of work.
Superior Glass Hearses,
Either Single or Double, $4 and $6 Each.
ROBERT WILEY,
UNDERTAKER,
No. 118 Waterloo Street, Opposite the Cathedral.

GOLD for the working class. Send 10 cents for postage, and we will mail you *free*, a royal, valuable box of sample goods that will put you in the way of making more money in a few days than you ever thought possible at any business. Capital not required. We will start you. You can work all the time or in spare time only. The work is universally adapted to both sexes, young and old. You can easily earn from 50 cents to $5 every evening. That all who want work may test the business, we make this unparalleled offer ; to all who are not well satisfied we will send $1 to pay for the trouble of writing us. Full particulars, directions, etc., sent free. Fortunes will be made by those who give their whole time to the work. Great success absolutely sure Don't delay. Start now. Address STINSON & CO., Portland, Maine.

COFFIN AND CASKET
WAREROOMS.
COFFINS AND CASKETS
of Various Styles and Prices, together with all the requisites, particularly for the
CATHOLIC TRADE,
Always kept in Stock.
Superior Glass and Half Glass
HEARSES
AT MODERATE CHARGES.
N. B.—Robes, etc., furnished at Lowest Rates.
P. FITZPATRICK,
Funeral and Furnishing Undertaker,
98 WATERLOO STREET.
All Orders Promptly Attended to Night or Day, and Satisfaction Guaranteed.

$66 a week in your own town. Terms and $5 outfit free. Address H. HALLETT & Co. Portland, Maine.

The Weekly Freeman.

Saturday, February 9, 1884.

The Speech from the Throne, although it announced that the C. P. R. Syndicate, as they are usually called, were in difficulties, and intimated that Parliament would be asked to help them, did not prepare the public for the astounding proposal that has been made. Mr. Stephen, in a circular which he published about the end of December, stated that the parts of the road yet to be built will cost twenty-seven million dollars, and that the portion of the original subsidy still held by the Government, and the land grant bonds held by them, were sufficient to provide that amount. Having this statement in view, persons not in the secret supposed that a loan of five or ten millions on account of the land grant bonds, and forming a lien on the bonds and the land, would be asked. The very utmost stretch of the imagination did not carry any of the outside public farther than to suppose that all the money required for the completion of the work would be asked. The statements asked for and made showed that nearly twelve and a half millions of the original subsidy is still unearned. The difference between that and the estimated cost of the work to be done—twenty-seven millions—is about fourteen millions and a half. Few of those who remembered all that Sir John and Sir Charles and Sir Leonard said of the great wealth, vast means, boundless resources, and limitless credit of this Syndicate, could believe that they would ask the public to give them every dollar in cash that is required to finish the road. Perhaps there was not one who thought that the Government would dare to go farther.

But they have gone much farther. They have proposed that the people of Canada give them nearly eight million dollars more in cash than is required to do the work, and that they give them a credit of years for the balance of nearly eight millions due on account of the price of those annuities sold to them in order that they may serve as a guarantee of three per cent. interest for ten years on sixty-five million dollars stock.

They propose to give them 22½ millions in cash and to defer payment of the 7½ millions which should have been paid when the securities were sold.

They say that the road will be finished within two years. This means that the people of Canada must pay to this Syndicate the 7½ millions to be covered by the securities, the 22½ millions now asked in addition, and the 12½ millions of the first subsidy; in all about 43 millions.

The bargain was as good a bargain for the Syndicate and as bad a bargain for the country as in 1881 the opposition said it was. According to their own statement now they have expended on the main line, the only one which the country promised them help to build, $23,563,564. This is many millions more than such a road as they have built would have cost under prudent, economical management. They have received in cash from the cash subsidy and on account of lands $21,318,222, and they have unsold of land earned over ten million acres. For the land they sold they received net $2 36 per acre. At even $2 an acre the land they have earned and not yet sold would yield them twenty million dollars. So that if we deduct the 2¼ millions expended by them in excess of the cash received, and the balance chargeable on those lands on account of bonds unredeemed, which they say is little more than a million, and allow say one-half of what they expended for rolling stock on all their roads, or about 4½ millions, we find that for about eight millions, which the road now built owes them, they have land worth twenty millions.

If they now abandoned the work, or it were taken off their hands, they would have as profit on what they have built eleven to twelve million dollars, notwithstanding all their extravagance and wastefulness. The rest of the work is to cost but twenty-seven millions, and against this stands $12,710,789 unearned cash subsidy and 11,244,295 unearned land subsidy.

Evidently if they had any means or resources of their own worth mentioning it would not have been necessary for them to ask more aid now, if they had confined themselves to the work of their contract with the Government. The cause of their trouble is that they were not content to do only that work. They thought that the business of the North West would assume immense proportions, and they sought to monopolize it not only within the North West, but also while it was passing through the East. For this they purchased several railroads in Ontario and Quebec and undertook the construction of a new road from Toronto to Ottawa. Mr. Stephen, in a statement laid before Parliament, says the company has expended—

Upon the main line $23,563,564 ; on branch lines, $3,827,092 ; on railways received from the Government, $353,601 ; exuipment on line and branches, $8,638,306 ; on acquired roads between Callandar and Montreal and Brockville, $3,203,050 ; materials, rails, &c., on hand, $4,028,604 ; paid to Government in advance of dividend, say $8,710,240 ; interest upon land grant bonds, $372,880 ; advanced towards acquiring a road to the seaboard, $3,482,257 ; real estate for terminus, $390,789 ; making a total alleged expenditure of $58,695,377. The Company has received, according to Mr. Stephen, cash and land subsidies to the amount of $21,318,222, leaving a balance expended of $37,377,155.

It is to enable the company to carry out these vast projects, to create a huge monopoly in the trade of the North West and of several parts of the old Provinces, to absorb or to crush every road that may possibly become a rival, to shut out even the Grand Trunk and deprive it of some of the trade that it now does, that the people of Canada are to be forced to give this syndicate thirty millions more.

If the Government proposal be adopted the company will receive the twenty-seven millions the road is to cost and be relieved of all immediate liability on account of the guarantee. That is, the people of Canada will supply every dollar the syndicate expend or waste in the construction of the whole road, and besides guarantee three per cent. per annum for ten years on sixty five millions of the company's stock, so as to enable them to make another effort to become masters of the trade and of the people of Canada, as they are already masters of the Canadian Government.

Not one dollar of all these millions will ever come back to the Canadian Treasury. All the roads which the company offer as security would not yield a dollar net revenue did they come into possession of the Government, and under Government management the lands of the North West are yielding little or no revenue.

Will the people of the Maritime Provinces ask themselves why they should remain silent while so enormous a burden is placed on their shoulders? New Brunswick must pay at least one-eleventh of the twenty five millions, and of the thirty millions, or five million dollars. To this extent the property of the Province will be mortgaged. This amount the Province must pay. No man can show where or how New Brunswick has been benefitted to the extent of a single dollar by the opening of the North West. No one can show that she ever will be benefitted even to that extent. Is passive, mute submission all that is left us?

The Franchise Bill.

The Franchise Bill was introduced some days ago but has not yet come up for the second reading, and it is believed, even in some Government circles, that no serious effort will be made to carry it through Parliament this session. It does not differ materially, if at all, from the measure introduced last year. The following is a brief synopsis of its provisions :—

In town or country a person to be permitted to vote must be a British subject, either by birth or naturalization, and must be twenty-one years of age.

In a city or town the person must

(*a*) Own or occupy $300 worth of property in the city or town; or be

(*b*) A yearly tenant of real property, at a yearly rental of $20 a year, or be

(*c*) In receipt of a yearly income of $400, or be

(*d*) A son of an owner of real property where property is of a sufficient value, to allow a $300 qualification to all the sons as well as to the owner, and where the property is not of sufficient value, one son to be qualified for every $300 after the first $300, beginning with the eldest son, provided such sons reside with the owner of property.

In the counties the person must be

(*a*) An owner or occupant of real estate worth $200, or

(*b*) A tenant at $20 a year or

(*c*) In receipt of an income of $400 a year.

(*d*) The son of an owner of real estate—with the same limitations as in the case of the sons of city real estate owners.

Judges of all the courts, police and stipendiary magistrates, recorders, revising and returning officers and clerks, election agents and attorneys, are disqualified. Married women whose husbands are living are also disqualified.

The electoral lists are to be prepared by a revising officer, appointed by the governor general in council—this officer to be either a judge of the county court, or a barrister of five years standing.

The Government printing contract expires in December next, and the question of establishing a Government printing office at Ottawa is, we are told, now being considered by the Administration, who, if they find the idea "practicable," will bring the matter before Parliament. The fairness to the rest of the Dominion of having all the work done at Ottawa, as there is now a pretence of doing, has never been apparent to very many who believe, as we do, that the printing and all other work of every description required for each Province should, when possible, be done in the Provinces. The saving effected by the present arrangement can not be very great—indeed when, as in a recent case, the contractor recovers what he claims would be his profits on work given to outsiders, there is reason to believe that a loss, not a saving, will be the result—but even if the cost to the country were much smaller than it really is, it would hardly justify the adoption of the centralization idea in this respect. Economy, we have no doubt, dictated the arrangement in the first place, but that object has long been lost sight of, as the public accounts show, and for any change that may now be made we may be sure that other reasons will have greater weight with Government, who in "studying" out the details of the new proposal will look more to its probable effects on their own position than to any possible or probable benefits to the public.

The Toronto *Canadian* has opened its advertising columns for the free use of persons seeking employment, &c., and several columns are filled daily by the applications of men and women in want of work. The *Canadian* says :—

Many of the applicants for positions are fine penmen, who have held good positions in the old world, but who have been lured to Canada by false promises of employment. A good feature about these applicants for positions is that they are willing to work at anything to keep the wolf from the door.

In the same city over 500 persons are daily applicants at the soup-kitchen. In other cities of Ontario and of Quebec as well the distress is nearly if not quite as great as it is in Toronto; and in the Lower Provinces, although fortunately we have not yet reached that condition which renders the establishment of soup kitchens necessary, there is a good deal of suffering from want of that employment which the Government undertook to permanently provide for all, but which so few have received.

The people were promised that when the N. P. came into operation no one willing to work need be idle—that prosperity would be the lot of all; and now that these promises have proved false, this policy a failure, the Government look calmly on the distress of their creation without lifting a hand to relieve it. Millions of dollars are recklessly, criminally squandered in bolstering up rotten financial concerns and bankrupt railway corporations, but to the poor people, whose hard earnings have been filched from them for these and other purposes of a like character, not a dollar, not a cent, is given in the day of their need.

Upper Province papers report it as a "finality" that Sir Charles Tupper will retire from the Government at the close of the present session. Nothing, it is said, can overcome his determination to resign in the spring—nothing perhaps but the failure of Parliament to ratify the new C. P. R. swindle, which might have the effect of seriously diminishing his retiring allowance. It is reported by an Ottawa correspondent, on the authority of one of the original members of the Syndicate, that the passage of the original contract cost a million dollars, "of which a single Minister got one-fourth." It would be an interesting problem, taking this as a basis, to figure up the cost of the passage of the resolutions now before Parliament and the proportionate share of the "single Minister."

The *Sun* states on "good authority" that "a night mail from St. Stephen to McAdam, McAdam to Woodstock, and a night mail with postal car between Woodstock and Andover, has been granted and will go into effect as soon as the arrangements can be perfected which will likely be within ten days." It adds by way of advertisement that "Sir Leonard Tilley gave this matter his prompt attention as soon as it was brought to his notice." How keenly alive he must have been to the interests of those he is supposed to represent, when he required to have a matter of this kind "brought to his notice."

Imperial Parliament.

The British Parliament opened on Tuesday last. The Queen's Speech, judging from the telegraphic summary received, is not a very interesting document. After announcing the continuance of friendly relations with all foreign powers, it enumerates the diplomatic performances of the Government during the recess as follows :—

"Correspondence with France relative to Madagascar has so terminated as to confirm the cordial understanding between the two countries. In conjunction with the President of the United States a commission has been appointed, and is now sitting in Paris, to discuss the regulation of the Newfoundland fisheries. An agreement with Portugal regarding Congo and adjacent territory has been formed. Diplomatic relations with Mexico are in a fair way of being soon resumed. A treaty of commerce with Turkey is under discussion. A commercial agreement with Spain has been signed and awaits the action of the Cortes. The revision of the commercial treaty with Japan is nearly completed, and a treaty of commerce and friendship with Corea has been formed."

As to the legislation during the coming session it is promised that :—

"The aim will be to secure a greater efficiency of administration and the enlargement of the powers of ratepayers, including the regulation of the traffic in intoxicating liquors. A plan will be imposed for the extension of municipal government to the whole metropolis, and bills relating to the security of life and property at sea, the repression of corruption at elections, and for the promotion of education and morality, will be introduced."

When the House of Commons resumed its sitting after the delivery of the speech from the throne, Mr. Gladstone gave notice that the Franchise Bill "for the United Kingdom" would be introduced on Friday.

In the debate on the Address an extraordinary, and, it is said, unprecedented incident occurred. After the mover and seconder had spoken :—

"Right Hon. Robert Bourke (Conservative), member for Lynnregis, moved an amendment to the address, reviewing the late events in Egypt, and asked whether the Government was responsible for sending Baker Pacha, who had no faith in his enterprise because the force sent with him was worthless. Baron Henry DeWorms, member for Greenwich, seconded Mr. Bourke's amendment in a speech.

"Sir Charles Dilke, president of the Local Government Board, who was expected to reply to the amendment, was absent. Nobody rising, the Speaker put the question, and the amendment was rejected by a vote of 77 to 20. This result was unexpected, and is sure to lead to trouble, as it was the Government's duty to have somebody ready to reply and allow the debate to be continued. The collapse of the debate on Mr. Bourke's amendment has placed the Conservatives in a painfully ridiculous position. Under the usual arrangement between the Government and Opposition whips, the speakers were to continue successive debate until Friday, when a division was to take place, the Conservatives expecting that the disaster to Baker Pacha's troops would contribute to the defeat of the Government.

"Baron de Worms, who was the last Conservative speaker, asked Lord Edmund Fitzmaurice, under secretary for the foreign department, to continue the debate for the Government, but elicited no reply. The amendment would have been negatived without a division if Sir Stafford Northcote had not challenged the division. The Speaker allowed the Conservatives a long time to marshal their forces, but they could collect only 20 members. The incident is unprecedented in the history of Parliament.

The Conservatives accuse the Government of trickery. The members of the cabinet, however, state privately that there was no intention to close the debate. All the cabinet members were absent from the division, owing to a special cabinet council on Egyptian affairs.

In political clubs and the lobby the conservative collapse is attributed to the imbecility of leadership and the absence of an efficient whip. The liberals, while protesting there was no trick, are congratulating themselves on the result.

"After the vote on Mr. Bourke's amendment, Hon. Edward Stanhope accused the Government of an unparalleled attempt to evade criticism. Mr. Gladstone suggested that the House must return to the position in which it stood before the division by raising the question at issue on the report of the address. Sir Stafford Northcote thought the conduct of the Government very extraordinary. Sir Wm. V. Harcourt, Home Secretary, said the affair was purely accidental. The debate was then adjourned."

The New C. P. R. Arrangement.

The following is the substance of the resolutions now before the House of Commons, giving additional aid to the Canadian Pacific Railway Company :—

1. That it is expedient to provide, first that the Government may return the securities now held under the third section of the Act of Incorporation, 44 Victoria, Chap. 1, and under the second section of the construction contract referred to in the said Act.

2. That the money subsidy hereafter payable to the company may be paid as the work on either the central or eastern section of the railway proceeds, in the proportion which the state of the work done on such section, and for which payment is demanded, bears to the value of the whole work now remaining to be done under the contract on such section.

3. That the time for the payment by the company of the sum of $2,853,912, agreed by said company to be paid on or before the first day of February, 1884, as part of the fund referred to in their agreement with the Government of the 7th day of November last, shall hereby be extended to the 7th day of November, 1888, when the sum of $4,527,000, being the last instalment of the said fund payable by the company to the Government, will fall due, and the whole with interest payable half-yearly at the rate of 4 per cent. per annum, as agreed upon at the time of the execution of said agreement; and that the said sum shall then be paid to the Government, together with the said last mentioned amount, forming the sum of $7,380,912, bearing interest at the said last mentioned rate until paid.

4. That the Government may, out of any unappropriated moneys forming part of the consolidated revenue fund of Canada, make a loan to the said company of an amount in money not exceeding $22,500,000, to be repaid to the Government on or before the first day of May, 1891, with interest at the rate of 5 per cent. per annum, payable half-yearly, until the payment of the principal, and that as part of said loan the Government may pay to the company forthwith such amount, not exceeding $7,500,000, as shall be required by the company to extinguish its present floating debt, the amount of such debt to be established to the satisfaction of the Government, and that the remainder of said loan shall be paid to the company in the same proportion as that which is hereby provided for the payment of the balance of the money subsidy.

In addition to the land grant bonds the Government will take as security upon the $22,500,000 loan to the Pacific Company a mortgage on the road from Callender to the Pacific Ocean. The loan is to be for seven years, or until 1891, at 4 per cent. interest. The amount due from the company on the 1st of February to pay a half-yearly dividend upon the sixty-five millions of guaranteed stock will not be pressed, and a guarantee of 3 per cent. upon the entire stock for twenty years will be given without further security.

Application will it is said be made to the Government for an increase of subsidy to the Caraquet Railway, covering the balance of the 60 miles not provided for by the Act of last Session.

There is no more pressing danger at the present moment in Canada than the tendency towards centralization which seems to be one of the essential specialties of the present Dominion Government. Over and over again has Sir John Macdonald brought Dominion and Provincial rights into conflict, always with a view to increasing the former and diminishing the latter. His late declaration with respect to the License Law of 1883 has a peculiar significance in this regard. In order to attain his object Sir John seems determined to override all the principles which have hitherto governed the interpretation of our constitution as established by the British North America Act. His latest effort in this direction is to set at naught the effect of a decision of the Privy Council upon the constitutionality of his license law. Though the Judicial Committee of the Council expressly declared it unconstitutional, Sir John declines to submit to their decision. Sir John's obstinacy in this case is worthy of a better cause. But since it has pleased himself and his colleagues to avow this open policy of centralization, it has become the duty of every man who has any regard for the maintenance of constitutional Provincial rights and liberties to take up their defence against the aggressors. There is no tyranny worse than the tyranny of centralization, and that is the tyranny with which we now are threatened. Experience has repeatedly proved how dangerous and how destructive of all true liberty this tendency towards centralization of power is. It necessarily results in the overlooking of local rights, which are made subservient to larger interests, and often to considerations still less laudable, and to the ignoring of the rights of large minorities. Such a policy is essentially inimical to free and liberal institutions, and should be generally resisted and opposed.

PUBLIC HOSPITAL.—The annual report of the Commissioners of the Public Hospital for the past year has been published in some of the papers. There was a slight decrease in the number of patients as compared with 1882, the number being 338, as against 383 the previous year. Of these nearly two-thirds are reported as having been discharged cured or improved, the number being : cured 176, improved 66. There were 26 deaths during the year, and 11 were discharged as incurable; 15 were discharged by request, and 4 were turned out for disorderly conduct. The number remaining in the hospital at the end of the year was only 19, as compared with 41 at the end of the previous year. In addition to the treatment of the patients in the hospital, medicines or prescriptions were furnished 412 out-door patients. St. John City and County furnished 200, or more than half the indoor patients; other Counties 99; and the Dominion and other places, 39. The males numbered 190, and the females 148; 121 were married and 217 single. Each patient remained in the hospital an average of 40 days. The eye and ear department treated 23 house and 128 out patients. The receipts, including $8,299.80 on hand at the beginning of the year, amounted to $27,175.30; the expenses were, for hospital support, $12,413.49, and interest on debentures $2,760. $2,000 are deposited to sinking fund account, and there is a balance on hand of $10,001.81. Improvements costing $2,000 were made to the interior of the hospital during the year, and the building is now said to be in better condition than at any time during its existence.

The report of the Secretary of State for Canada shows the amount paid for printing, stationery and advertising for the last fiscal year. Departmental and other printing cost $83,543 ; printing the statutes, $12,230 ; *Canada Gazette* $3,811. Confidential printing cost $3,320 ; and $30,149 was spent in advertising. This does not include the stationery for the printed work, which cost $47,807. Printing done by others than the regular contractors cost $25,521. Of the $30,000 spent in advertising Ontario papers received $12,448 ; Quebec, $9,759 ; Nova Scotia, $2,282 ; New Brunswick, $2,766. In this one branch of the public service the increase over the previous year's expenditure was over $17,000. The Auditor General's report shows that contrary to his decision, enormous prices were in several cases paid for work done by others than the contractors.

IMPORTS AND EXPORTS IN JANUARY.—The value of goods, free and dutiable, entered at St. John in January last was $258,521—a decrease of $40,798, compared with January, 1883. There was an increase in the value of free goods amounting to $16,325. The duties collected last month amounted to $42,390, or $5,579 less than in January, 1883.

The exports also show a falling off, the figures being for Jan. 1883 $151,736 ; Jan. 1884, $143,174.

In Halifax the customs duties collected last month show a falling off of only $73, as compared with the same month in 1883; and the Inland Revenue receipts a decrease of about $2,000.

HOW THE YORK ELECTION WAS WON.—The Fredericton *Gleaner* which does not regard the election of Mr. Temple as a party victory or defeat, says of the means employed by the Tories :—

Over $10,000 were laid out in buying the electorate ; over $3,000 were laid out in rum. In some parishes they were bought up just like so many sheep. Every man that had his price voted for Temple.

The *Reporter*, inadvertently, we have no doubt, tells a similar story when it says :—

Nothing had been left undone by the Liberal-Conservative party to insure a victory. Everything had been most systematically arranged.

Wendell Phillips, the well known anti-slavery advocate, and one of the foremost American orators, died at his residence in Boston on Saturday evening last. He was in his 73rd year and for half a century had been prominently before the public, his great ability and wonderful oratorical powers being always exerted on the side of the weak against the strong. His advocacy at various times and on various platforms of the right of Ireland to self-government will cause his memory to be revered by Irishmen everywhere.

A delegation of some 25 Tory members of the House of Commons waited on the Finance Minister the other day to urge the desirability of some reciprocal arrangement being made whereby Canada could exchange with the West Indies, Mexico, and the Hawaiian Islands, its lumber and fish trade for molasses and sugar, more particularly the former. Sir Leonard as usual promised to give the matter his best attention.

Baker Pacha Defeated.

Despatches received in the early part of the week coveyed rumours of the defeat of Baker Pacha by a force of El Mahdi's rebels, near a place called Trinkitat, on Monday last. The rumours have since been confirmed, the detailed accounts showing that the defeat was a most disastrous one, Baker's force being almost literally cut to pieces. Out of 3500 men barely one-third escaped. The attacking force is admitted to have been very much inferior in numbers to that under Baker, but the latter was composed to a great extent of Egyptians, who failed to resist the shock of battle and fled precipitately after the first assault, leaving the Turks and Europeans to continue the defence, which they appear to have done with great courage. Baker managed with the remnant of his force to reach Trinkitat, with a loss of six guns, a large quantity of ammunition and 2,000 men killed and wounded. A Cairo despatch of the 6th gives the following brief but sufficiently vivid account of the battle :—

Baker Pasha was attacked on Monday afternoon by a small skirmishing party of Arabs, but before whom his Egyptian cavalry ignominiously fled. Baker then hastily attempted to organize his infantry into a large square, flanked by two smaller squares of negroes. The enemy meanwhile had completely surrounded Baker's position. At the first fierce attack of the enemy the Egyptians became filled with fright, and casting away their arms, ran shouting upon the smaller squares, throwing the whole command into confusion. The European officers, enraged at the conduct of the Egyptian soldiers, dashed into the midst of the disorderly crowd and fired their pistols right and left, endeavoring to drive the cowardly fellows back into a position of defence again, but all their efforts to stay the fleeing mass were unavailing. Baker Pasha was the most prominent figure in the field, and exerted almost superhuman efforts to rally his men to make a determined stand and avert disaster. He was often surrounded by the enemy, but in spite of his utter disregard for his own safety, he escaped unhurt. Col. Harrington and Major Giles also acted most heroically, and it is largely due to their efficient co-operation that Baker was able to bring the remnants of his force through to Trinkitat in good order.

There has been a good deal of excitement in England over this defeat, and of course the Government will come in for a good share of the blame. Their Egyptian policy is attacked on all sides, and Lord Randolph Churchill has given notice of a motion for their dismissal and the substitution of others more fitted to govern. The motion will not be carried, of course, but the event is nevertheless calculated to weaken the position of the Government, who evidently have stormy and exciting times ahead of them.

POLICE DISMISSALS.—Two members of the police force—McHarg and Kermer—were dismissed this week for drinking or drunkenness while on duty. The rumour is that a citizen who helped McHarg to his home in Portland, was prevailed on by two other members of the force to report the fact to the Chief; that McHarg admitted the charge and volunteered the information that Kermer had been drinking in his company. Kermer, it is alleged, did not deny this, but offered the evidence of his Sergeant, in whose company he was every alternate hour of the night, to prove that he was sober during the whole time. This evidence, for some reason or other, was not received, and the two men were dismissed, or rather one Kermer, was dismissed, and the other was permitted to tender his resignation. This is the story which reaches us. If true, it will hardly justify the nice discrimination which the Chief used in his treatment of the two men.

The sudden death of Mrs. John W. Nicholson on Friday morning of last week was a matter of mingled sorrow and surprise to her many friends. Mrs. Nicholson had been in ill health for many months, but lately had showed signs of recovery. Her death resulted from the bursting of a blood vessel.

Destructive floods have again visited various places in the South and West. Portions of Pittsburg and Alleghany were inundated, bridges were carried away, traffic has been suspended on the railroads in various directions, mills and factories have been forced to shut down; gas and water supply has been interrupted; in Alleghany city alone 1500 houses were submerged; and at last accounts the rivers were still rising. The damage to property is enormous, but so far no loss of life has been reported.

It is said that work will be commenced on the St. John and North Eastern Railway as soon as the subsidy is secured. The officers of the company which has undertaken the work are: G. A. Fraser, President; W. E. Skillen, Sec.: R. Marshall, Treas.; A. E. Killam, Manager. The above with Benjamin Wishart and W. H. Rourke are the Directors. Wm. Murdoch is engineer.

It is said that the Government are to be soon asked to grant a subsidy for a line of railway from Shediac to Buctouche.

The Government have postponed action in the matter of the Fredericton bridge for one week, to give tenderers an opportunity of figuring on the cost of stone piers, which have been recommended in place of those provided for in the original plans.

The *Sun* says that the Government have given notice of the termination of the present contract for the mail service between St. John and Digby, etc., and that tenders for increased mail accommodation will be asked for.

The Montreal Carnival appears to have been a very successful affair. The Governor General was a witness of many of the spectacles, sports, and pastimes, and thousands from abroad flocked to Montreal to witness the strange festivities. The papers are filled with accounts of the various amusements, and it would seem as if nearly all the available artistic talent in the country had been employed in the production of illustrations of the numerous attractions.

The St. John curlers who visited Montreal for the Carnival sports were successful in all the games—four—played by them up to Wednesday, thus winning the second gold medal and standing a chance for the first.

Capt. Chas. H. Hatheway, long and favorably known in connection with the Union Line of steamers, and for some years a member of the firm of Small & Hatheway, died at his residence, Lancaster, on Wednesday last, in the 63d year of his age.

DUBLIN, Feb. 4.—At the Parnell conference, this morning, 19 members of Parliament were present. It was decided to introduce bills amending the acts which relate to land and laborers. It was agreed that the Parnellites should call attention to the recent course of the Irish executive, especially the wanton stoppage of public meetings. The conference further decided to move for a commission to inquire into the disposition of the property held by the suppressed trade guilds of London. It declared, further, that any government bill dealing with the property of London companies in Ireland should be devoted to works of public utility in Ireland. It was decided to oppose the London municipal bill unless a similar bill for Dublin should be introduced. The conference appointed Mr. John E. Redmond, M. P. for New Ross, and Mr. Edward Shiel, M. P. for Meath, whips of the Irish party.

Expressions of regret at the death of Wendell Phillips were adopted.

1883. 1884.
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—OF—
Ready - Made Clothing
At No. 9 King Street.
JAS. M'CULLOUGH & CO.
Are making Special Prices to
Purchasers of Ready-Made Clothing "For Cash."
Men's Heavy Warm OVERCOATS at very Low Prices.
Also a few dozen Heavy-lined ULSTERS, very cheap to clear.
Men's Diagonal and Tweed Suits in great variety.
Also : A Large Stock of Separate COATS, PANTS and VESTS to select from.
Boys and Youths' Suits, Overcoats, Ulsters and Reefers to fit all sizes,
Which will be sold Cheap During the Holidays.
Gents' Furnishings, Trunks, Valises, Umbrellas, &c.
NO. 9 KING STREET,
JAMES McCULLOUGH & CO
N. B.—In our Custom Department will be found a large stock of Cloths to select from, which we will Make to Order in First Class Style.

HOUSE OF THE ANGEL GUARDIAN.

Boston Highlands, Mass., U. S. A.
THIS IS AN ASYLUM FOR ORPHAN, HOMELESS & DESTITUTE BOYS

Where all are taught alike the virtues and principles of a Catholic Life. The great difficulty is to provide for so large a family. Placing our confidence in God, we trust that He " Who feeds the birds and clothes the flowers," will also move the hearts and open the hands of our brethren to our relief. Our main support is derived from the

SOCIETY OF THE ANGEL GUARDIAN,
PRESIDENT, Most Rev. J. J. WILLIAMS, Archbishop of Boston.

This "Society" was established in 1854, by the venerated Founder of the Institution, the late Rev. GEO. F. HASKINS.

Blessed at its birth by POPE PIUS IX. of Holy Memory, it has also received the approbation and special blessing of our HOLY FATHER, LEO XII., who is a Life Member. It is enriched with several indulgences and all its Members share in a DAILY MASS (offered for the general intentions of the members), and in SEVENTY-THREE (73,000) THOUSAND CHAPLETS or beads, said annually by the COMMUNITY and Boys for all BENEFACTORS. To these great spiritual advantages have been added a WEEKLY MASS, for Collectors and Life Members, and another WEEKLY MASS for the obtaining of the special favors asked through the prayers of the "Society." A Special Mass of Requiem is offered at the death of each Member whose card is returned to the Superior.

A Card of Membership for ONE YEAR will be forwarded to any one sending TWENTY-FIVE (25) CENTS. A donation of TEN ($10) DOLLARS entitles the donor to a Life Membership. Persons collecting and forwarding to us subscriptions to the amount of Ten Dollars will also receive a Life-Membership either for themselves or friends. (Deceased persons can be enrolled by their friends same as living members.) BEAUTIFUL PREMIUMS given to all who collect or send TEN DOLLARS.

The Institution is in charge of the BROTHERS OF CHARITY, who earnestly appeal to all charitably disposed to help them continue their labor of love and charity.

Subscriptions and donations thankfully received and gratefully acknowledged by the undersigned. Annuals, Circulars and Collectors Cards sent on application to

BR. EUSEBIUS, Sup. and Treas.,
85 VERNON STREET, Boston, Mass.
When Writing, name Town, County and State.
N. B.—Subscriptions should be sent by Post Office Order or Registered Letter to insure safe arrival. jan 5 3 m

THE CELEBRATED 'ELLORA' CARPETS
Awarded the Silver Medal at the late Dominion Exhibition held in this City.
THE BEST VALUE AND THE
FINEST GOODS in the Dominion
At the present day for the price.
Will be Offered from this time forward at Retail
AT WHOLESALE PRICES.
T. R. JONES & CO.,
nov24 SOLE AGENTS.

CANADA,
Province of New Brunswick,
CROWN LAND OFFICE, 21st January 1884.

Fishing Leases.

The exclusive right of Fishing (with the rod only) in front of the ungranted Crown Lands on the following streams, will be offered for sale at Public Auction, at this office, at noon, on

Thursday, 20th Day of March next.

Leases of these Fishing Rights will be governed by Regulations to be hereafter published.

Leases for Three Years

will be offered on the following Streams at the upset prices mentioned below. These amounts or any advances made thereon, will be payable annually, during the term of the leases.

No.		Upset Price.
	NEPISIGUIT RIVER.	
1	From the mouth of the River up to the Indian Reserve	$ 300 00
2	From the Indian Reserve to the head of the River	300 00
	JACQUET RIVER.	
3	The whole Stream and Branches thereof,	120 00
	UPSALQUITCH RIVER.	
4	From its mouth up to the Forks	200 00
5	From the Forks to its Head, including all Branches	200 00
	QUATAWAMKEDGWICK RIVER.	
6	From its mouth to the Quebec Province boundary	1000 00
	RESTIGOUCHE RIVER.	
7	From the mouth of Upsalquitch River up to Toad Brook	500 00
8	From Toad Brook up to Tom's Brook	500 00
9	From Tom's Brook up to Patapedia River	500 00
10	From Patapedia River up to Tracy's Brook	500 00
11	From Tracy's Brook up to Quatawamkedgwick River	500 00
12	From Quatawamkedgwick River up to Madawaska County line	250 00

Leases for One Year

Will be offered on the following Streams at the undermentioned upset prices :—

No.		Upset Price.
13	Patapedia River, on the western bank thereof, from its mouth up to the Quebec Province boundary	$200 00
14	Middle River, Gloucester County	100 00
15	Little River, do do	100 00
16	Tattagouche River, do do	100 00
17	Big Tracadie River, do do	100 00
18	Tabusintac River, Northumberland Co.,	100 00
19	Dungarvan River, do do	200 00
20	Renous River, do do	200 00
21	North West Miramichi River and Branches, Northumberland County	200 00
22	Kouchibouguac River, Kent County	50 00
23	Kouchibouguacis River, do do	50 00
24	Richibucto River, do do	50 00
25	Green River and Branches	50 00
26	Tobique River and Branches	50 00

Any further information that may be required by intending purchasers may be had on application to this office.

The fishing on the most of these Streams is unsurpassed. Copies of the report of the Government Commissioners regarding these Streams may be obtained on application.

JAMES MITCHELL,
feb2 Surveyor General.

HATS, CAPS & FURS.
CHOICE SOUTH SEA SEAL CAPS
CHOICE South Sea SEAL MUFFS ;
CHOICE PERSIAN LAMB CAPS ;
CHOICE Baltic Seal Gauntlet Gloves ;
LADIES Coney Shoulder CAPES ;
LADIES Squirrel Tail BOAS ;
BALTIC SEAL MUFFS ;
BALTIC SEAL TIES ;
BALTIC SEAL CAPS ;
ASTRACAN CAPS ;
IMITATION FUR CAPS ;
SCOTCH CAPS ;
STIFF HATS ;
SOFT HATS.
At Low Prices during the Holidays.
BARDSLEY BROS.,
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SEAL SACQUES!
WE have just opened Two Cases of
LONDON DYED
ALASKA SEAL SKINS,
and are now prepared to receive orders for
SEAL SACQUES
—OF LATEST—
New York Style.
We guarantee the quality and perfect fitting of our Sacques, and make prices lowest possible consistent with quality.
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11 KING STREET.

WANTED—LADIES AND YOUNG MEN WISHING to earn $1 to $3 every day quietly at their homes ; work furnished ; sent by mail ; no canvassing ; no stamps required for reply. Please address EDWARD F. DAVIS & CO., 58 South Main St., Fall River, Mass. feb2 13t

Dominion Parliament.

OTTAWA, Jan. 31.

To-day, Mr. Weldon presented a petiti[on] from the Maritime Bank for the bill redu[c]ing their capital stock, and another fro[m] the New Brunswick Railway Company as[k]ing for certain amendments to their charte[r].

Sir Charles Tupper laid on the table a r[e]turn of the contracts of the Canadian Pacif[ic] Railway entered into since the last sessio[n] and a return of accidents and casualties o[n] various railways throughout the Dominio[n].

In answer to Hon. Mr. Blake, Sir Hecto[r] Langevin said that there was no tariff rates proposed by the Canadian Pacif[ic] Railway since that laid before the Hou[se] last session.

Mr. Fortin, in moving for copies of t[he] reports on the London International Fis[h]eries Exhibition, from the commissioner [of] Canada attending it, referred to the gre[at] importance of our fisheries in the Dominio[n] and the excellent display made at the exh[i]bition.

Mr. Kaulbach supported the motion in [a] somewhat similar strain.

Hon. Mr. McLelan stated that the repor[t] asked for would be brought down as so[on] as possible, but as the commissioner's r[e]port was a somewhat voluminous docume[nt] it would be some time before it was read[y]. He referred to the satisfactory exhibit th[e] Canada made at the International Fisheri[es] Exhibition. It was shown by that exhib[it] that Canada was fully up to the times.

OTTAWA, Feb. 1.

In the House of Commons to-day S[ir] Charles Tupper presented the papers co[n]nected with the new subsidy to the Canadi[an] Pacific Railway.

Sir Leonard Tilley brought down sta[te]ments and correspondence bearing upon t[he] Exchange Bank scandal.

Several private bills were introduced.

Hon. Mr. Blake asked under what auth[or]ity were collectors of customs recently [in]structed not to enforce the provisions of t[he] 7th and 8th sections of 46th Victoria, cha[p]ter 28, respecting certificates to mast[ers] and mates of coasting and inland vessels.

Hon. Mr. McLelan said the regulatio[ns] required under the act were passed by order in Council, early in July, and plac[ed] in the custom houses, and necessary office[rs] for examination were appointed in t[he] Maritime Provinces. Towards the close [of] the season, however, it was found that ve[ry] few persons had presented themselves [for] examination and very few certificates [is]sued, and it was represented by memori[als] and deputations from St. John, Halifax a[nd] other places that the regulation would [be] likely to stop the whole coasting trade u[n]less some little extension were grant[ed]. Under the necessities of the case (McLellan) directed an extension for th[ree] months. Towards the close of the seas[on] however, certificates began to come in, a[nd] but few officers would require to go witho[ut] them.

Hon. Mr. Blake—It is the authority t[hat] I asked.

Hon. Mr. McLellan—We had only t[he] authority of necessity.

Hon. Mr. Blake—A new dispensing pow[er].

In answer to Mr. Lesage, Sir John Ma[c]donald said the translation of the debat[es] would be attended to by the committee [on] debates.

Mr. Cameron (Huron) asked : Is Samu[el] E. Stonge Chapleau, who has recently be[en] appointed Sheriff in the Northwest terri[to]ries, the same person who was formerly [an] employe in the department of Railways ; [if] so, was he relieved of his duties as such e[m]ploye, or was it intimated to him that [he] should resign? What salary or allowan[ce] does he now receive?

Sir John replied to the first question [in] the affirmative, and said that Mr. Chaple[au] resigned his first office of his own motio[n] and that his salary was now that provid[ed] by statute for Sheriff of the Northwest.

On motion of Sir Richard Cartwright [the] correspondence relative to the mission [of] the Minister of Finance to England in 18[83] to arrange for a new loan, Sir Leonard Til[ley] said it was arranged at that time to plac[e a] loan of two million pounds, a portion [to] redeem the debt falling due in Janu[ary] 1885, and the balance to pay Canad[ian] Pacific subsidies and other liabilities. S[ub]sequent arrangements were made with [the] Canadian Pacific, and it was thought be[st] to defer it. He would make a full sta[te]ment in the budget speech in a few days.

The House adjourned till Monday.

OTTAWA, Feb. 4.

In the House of Commons to-day a n[um]ber of private bills were advanced a sta[ge].

In reply to Mr. Belleau, Hon. Mr. Po[pe] Minister of Agriculture, said the grea[ter] number of immigrants coming by the [St.] Lawrence route would continue to be lan[ded] at Point Levis, though some of the sma[ller] steamers would bring their passengers [to] Montreal.

In reply to Mr. Thompson, Postma[ster] General Carling said the question of ame[nd]ing the postal law by providing that let[ters] not exceeding one ounce should be car[ried] at single postage rate, was under the c[on]sideration of the Government.

Mr. Cameron (Huron) moved the sec[ond] reading of the bill to permit pers[ons] charged with misdemeanors to give evide[nce] in their own behalf. He said this prac[tice] had been found to work well in the Uni[ted] States, and it was but fair that pers[ons] charged with criminal offences should [be] heard.

Mr. Tupper (Pictou) opposed the bill [on] the grounds that the House had decla[red] against it last session. The law was [not] sufficiently liberal towards prisoners, [who] had the benefit of every discrepancy in [the] evidence as well as all legal technicali[ties]. He moved the six months' hoist.

Mr. Ouimet said the bill, if passed, wo[uld] place a premium upon perjury.

Messrs. Ives, Lister, Woodworth [and] Brecken supported the bill, and Mr. [...] opposed it.

After Mr. Cameron (Huron) had rep[lied] the House divided on Mr. Tupper's ame[nd]ment, which was lost : yeas 52, nays 10[...].

The bill was then read a second time [and] the House adjourned.

Sir John Macdonald announced that [the] Pacific Railway resolutions would be t[aken] up to-morrow.

OTTAWA, Feb. [...]

Sir Charles Tupper, in moving the H[ouse] into committee of the whole to conside[r the] proposed resolutions respecting the C[ana]dian Pacific Railway, said that the s[tate]ments which he made regarding the C[ana]dian Pacific Railway had been realize[d] so far as the vigorous manner in which [the] great enterprise had been carried on [...] now had become quite evident tha[t the] construction of the line would be comp[leted] in the fall of 1885; and the road th[rown] open for traffic in the spring of 1886. [The] Pacific Company, he said, had ample m[eans] to finish the railway within the spe[cified] time, but it was in the interest of the [coun]try that the road should be completed w[ithin] two years. After eulogizing the com[pany] for the energy and enterprise they ha[d dis]played, he produced statements subm[itted] by the company to show that they ha[d ex]pended on the main road and bra[nches] $8,000,000 over and above what th[ey re]ceived from the Government. The se[curity] for the proposed loan was, he said, a[mple] and even if the company failed an[d the] Government took over the road, they [would] get the entire line at a cost of $103,0[00,000] which was considerably below the c[ost] estimated by the opposition. He sa[id the] company had expended $3,000,000 in [acquir]ing railways to the Atlantic Ocean, i[nclud]ing the South Eastern, and it was th[e in]terest to secure the shortest possible [route] to the ocean. The British Columbi[a sec]tion would be completed within the c[ontract] time. A change had been made [in the] method of paying the subsidies, so t[hat the] company would in future draw pay u[pon the] value of the work done instead o[f upon] mileage, as heretofore. This was i[ntended] to help them with heavy rock work o[n Lake] Superior and the Rocky Mountain s[ection]. The total amount of work remainin[g to be] completed by the Pacific syndicate [...] miles. He described at some len[gth the] character of the work, some port[ions of] which he said is light, some mod[erately] light, some heavy, and some exc[eedingly] heavy. Generally speaking, he sa[id the] character of the construction thro[ughout] presented far less engineering o[r other] difficulties than at first anticipated. [If the] company failed the Government w[ould se]cure the road from Callandar to Port [Moody] for under $40,000,000. The talk [of the] company failing was, therefore, ou[t of the] question. When the railway north [of Lake] Superior was completed the Gov[ernment] would discontinue their present [...] policy in the Northwest. The recei[pts from] Dominion lands from 1880 to 1883 [amount]ed to $3,572,886, showing the w[onderful] effect of the rapid construction of th[e] Railway in developing the N[orthwest]. The customs receipts in these parts [had] increased at an enormous rate. H[e closed] up with a glowing picture of the [future] and prospects of the Northwest.

Hon. Mr. Blake, in replying to S[ir Charles] Tupper, spoke at length, the burd[en ...]