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W L Busby,
G S Fisher,
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Isaac Sharp,
W H Sherwood,
Timothy Donovan,
Humphrey Toomey,
Thos Hunter,
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M. LLIDGE, W. L. PRINCE,

much pleasure in accepting
d in announcing myself as a
e of Mayor of the City of St.
ming civic year.
nor to be, Gentlemen,
Your Obedient Servant,
AS. MACGREGOR GRANT.

LICENSE ACT, 1883.

City of Saint John.

has been appointed Chief In-
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or Shop License

o the Board of License Com-
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of March, Next.

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March next, due notice of
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M Saint John, this 13th day of

A. H. HANINGTON,
Chief Inspector.
ce, No. 20 Pugsley's Building.

License Act of 1883.

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has been appointed Chief In-
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, the 21st Day of March,

f Portland, County of St. John,
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ARD RAWLINGS, C. P.,
Chief Inspector.
e, City of Portland. 11

ENTS.

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Dominion Parliament.

OTTAWA, Feb. 14.

In the House of Commons, nearly the whole afternoon session was spent in committee over Mr. Charlton's bill to make seduction a criminal offence. The bill was finally reported with some amendments.

Mr. Casgrain's bill to prevent fraud in relation to Government contracts was read a second time.

Mr. King, in moving for a report of surveys performed at Jemseg, Queen's County, with a view to have some dredging done at that place, stated that he did so for the purpose of calling attention to the desirability of an early completion of the work, which was one of very much consequence to a very large number of vessel owners who are interested in Grand Lake navigation. He pointed out that both parties were committed to it as considerable work had been done in years gone by, and that last year it was very gratifying to find that the sum of $5,000 had been placed in the estimates for the work. He expressed the disappointment felt by the people of his county when it was discovered that the dredge, which was expressly adopted for class of work required to be done, was taken to Digby, N. S., and on reference to the report of Minister of Public Works it would be ascertained that the dredge was entirely unfitted for the work required to be done thereat, as the report showed she could only work three hours per day. The rise of tide there was 25 to 30 feet, and the dredge being only calculated to work in 18 feet of water, caused a loss for the season of two-thirds of the time, while the expense in no way decreased. He expressed a hope that the Minister would deem it necessary in the interest of vessel owners and others to make further inquiry, and he felt satisfied he would decide to send the dredge to Jemseg on the opening of navigation, where he would promise her work and full time. In doing so he would confer a great boon on a large number of persons who have been subjected during the past season to serious loss and inconvenience, in consequence of having to leave the lake with vessels two-thirds loaded, and that in trips which consumed an average of a month of their time.

Mr. Davies moved for a statement showing the names of officers or persons, the yearly salary and the time of entering the service of employes on the Intercolonial and P. E. Island Railways in certain departments. He wanted to know from the Minister of Railways why workmen on the P. E. Island road received much lower wages than men in similar positions on the Intercolonial?

Sir Charles Tupper replied that when the Island road paid something over working expenses it would be time enough to talk of increasing the salaries of employes. It was absurd to say that officials on the P. E. Island road should be paid the same salaries as those on the Intercolonial, whose duties were heavier and the responsibilities much greater.

Mr. Davies said he had not referred to high class officials but to ordinary laboring men who on the Island Railway received $1.25 per day while on the Intercolonial, sixty miles away, men doing the same amount and same kind of work received $2 per day. The motion passed.

OTTAWA, Feb. 15.

In the House of Commons, to-day, Mr. Cameron, of Victoria, introduced the Orange Incorporation bill. The first reading was declared carried on division.

Sir John Macdonald moved that on and after to-day, the C. P. R. resolutions should have precedence.

Sir Richard Cartwright moved to the effect that as important information on the subject had not been supplied to the House, it was inexpedient to pursue such a course. The House divided and the amendment was lost by 51 yeas and 107 nays.

Mr. Mackenzie suggested that, to avoid any further divisions, the Government should accept Wednesdays and Thursdays in addition to the regular days, Tuesdays and Fridays, thus allowing Mondays for private business.

Sir John Macdonald refused to accept.

Mr. Weldon then moved an amendment in the terms of Mr. Mackenzie's remarks, which, on division being taken, was lost.

The debate on the Pacific loan question was then resumed by Mr. Curran, of Montreal, who urged that the loan should be granted on patriotic grounds.

Mr. Fisher argued that the conduct of the Pacific Company was such as to excite strong suspicions. It was shown that the construction company and Pacific Railway Company were identical. The syndicate had contracted with themselves at high rates in order to swell the apparent cost of the road, so that they might charge such a tariff of rates as they chose, without interference from the Government.

Mr. Girouard spoke in support of the resolutions, but complained that the Montreal *Herald*, the organ of the syndicate, had abused the Quebec members. In reference to the opposition offered to the loan scheme by the French Conservative press, he made the astounding statement that *Le Monde* was owned by Mr. Senecal, and that articles in *La Minerve* were inspired by a member of the Government. This announcement caused a sensation.

Mr. Fleming said it seemed that whenever the country was to be plundered the cry of patriotism was raised. The Pacific Railway Company had already received more money from the Government than they had expended upon the railway.

Mr. Stairs supported the resolutions.

Mr. Landerkin showed that the proposal, if adopted, would add about $150,000 to the debt of each constituency in Canada, and he wanted to know if each Government supporter was prepared to ask his county to vote such a bonus, not to build the Pacific Railway, but to complete that road in two years instead of five.

Mr. Brecken followed until one o'clock, when, on motion of Mr. Lister, the House adjourned.

OTTAWA, Feb. 18.

In the House of Commons, to-day, the debate on the Pacific Railway resolutions was resumed by Mr. Lister, who denounced the proposed loan as monstrous and unjustifiable. Whenever the Tories sought to perpetrate an iniquitous job they charged their opponents with want of patriotism, but to such an extent had this species of humbug and hypocrisy been carried that the member for Queens, (P. E. Island) Mr. Brecken, had felt obliged to rebuke his friends by quoting Dr. Johnson's statement that "patriotism was the last refuge of a scoundrel." He said it was a remarkable coincidence that the member for Argenteuil, Mr. Abbott, who was the central figure of the great Pacific Scandal of ten years ago, was now here sitting in Parliament, the paid solicitor of the Canadian Pacific Railway Company. The man who had been telegraphed to for "another ten thousand" was now here directing this new raid upon the Dominion treasury, and demanding that resolutions proposing to vote $30,000,000 to his employers should be rushed through without consideration and without discussion. He was the power behind the throne which the Government were unable to resist. Were not these circumstances alone enough to excite the utmost suspicion that there was in the proposition now before the House something quite as corrupt, quite as atrocious and criminal as in the arrangement entered into with Sir Hugh Allan in 1873? He showed that while, by natural augmentation and immigration, the population of Canada should have increased about 1,000,000, it really increased 640,000. Here was a deficit of 400,000, and it was a remarkable fact that this deficiency corresponds with the American exodus returns. The Tories had quoted these returns in 1878 to prove that the country was being depopulated, but now when it was shown that the exodus had quadrupled under their own administration, the returns were pronounced false. This was the patriotism of the Tory party. In the name of his constituents he protested against this proposal to place a burden of $30,000,000 upon the people for the benefit of a company of monopolists.

Dr. Orton followed, contending that the interests of the Northwest demanded the immediate completion of the Pacific Railway.

Mr. Cameron (Huron) ridiculed the claims of the Tory party to patriotism by quoting from speeches delivered by Sir John, Sir Leonard Tilley and Sir Charles Tupper in 1878 and 1879, when they decried the country and injured its credit and prospects for the purpose of making a paltry political point. He showed, however, every prediction and promise to put forward by the Government when the syndicate contract was entered into, had not been fulfilled, and there was no guarantee that the present calculations and promises would not be falsified in the same way. Why was it that the company were not asked to give up their monopoly privileges? He would venture to predict that time, which unfolded many mysteries, would before long disclose relations between the Government and Pacific syndicate that would startle the country. In conclusion, he moved in amendment to the resolution that before such a loan could be granted, a select committee be appointed to examine into the whole affairs of the Canadian Pacific Railway Company, and especially into their stock jobbing operations.

Mr. Rykert complained that the Opposition had made this a party question. The loan was a necessity, as without it the railway company must fail in their contract. The opposition to the resolutions was prompted by the Grand Trunk Railway.

Mr. Armstrong continued the debate until half-past one o'clock, when Mr. Wood, of Westmorland, moved the adjournment of the debate.

In answer to Mr. Irvine, Sir John Macdonald said it was the intention of the Government to make provision for paying inspectors appointed under the liquor license act of 1883 in counties which have adopted the Canada Temperance Act or Dunkin Act.

OTTAWA, Feb. 19.

When the Speaker took the chair, Mr. Blake, as an independent member of Parliament, protested against the way in which the time of the House was being shamefully wasted, especially on a day when the leader of the Government had stated that it was important that a conclusion should be arrived at in regard to the debate before the House. He was aware that responsibility did not rest with the Speaker, but with the honorable gentlemen opposite, and he protested in the name of the Independent members against this waste of time.

Mr. Wood, of Westmorland, then resumed the debate on the Pacific loan resolutions. He dwelt at length upon the advantages that would result from the early completion of the Pacific Railway and upon the disaster that would follow a stoppage of work upon the line now. He enumerated the items of security offered, and said that, instead of believing that the road would for years yield nothing, but be an annual loss, people were now learning that the road would pay from its very inception. The Opposition had criticized the original contracts; they had criticized the general policy of the Government, but had not suggested any better course to be pursued than that proposed by the Government. The building of the Canadian Pacific was recognized in all the Provinces as something worthy the common ambition of all, beating down mere sectional jealousies and developing a national sentiment. It had fastened upon this country the gaze of the world, and had given Canada a place she could not otherwise have secured. If was absolutely necessary to the highest and best interests of the Dominion that the road should be completed, and that as soon as possible.

Mr. Charlton followed, speaking for three hours. He referred to Mr. Wood's statement that Mr. Mackenzie had been defeated because he would not adopt the National Policy. While it was a fact that Wood had supported the late Government up to the time of its overthrow, and even presided at a meeting held by Mr. Blake in 1881, the fact was he had only gone over to the Tories after the latter had promised to bury his way into Parliament for him. He pointed out that if the policy of Mr. Mackenzie had been carried out, if the prairie sections had been finished as Government work, then the finished portions could have been given as a subsidy to a company to complete the remainder of the line. He denounced the stock watering operations of the Syndicate as a species of villainy which should not be tolerated in any Christian country. He showed that, though the Tories had set up the catch cry of "Canada for the Canadians," every important official in the employ of the Canadian Pacific Company was an American. The relations between the Pacific company and the construction company were fraudulent and designed to perpetrate a swindle upon the people of Canada. After reviewing the character of the stock-watering operations of railway companies in the United States, he charged that the antecedents of the members of the Pacific Railway Co. did not warrant Parliament and the country in placing any confidence in them. Mr. Stephens' record in connexion with the purchase of the St. Paul & Manitoba road with funds taken from the reserve fund of the Bank of Montreal, without the consent of the directors, was enough to discredit the company in the London and New York money markets. The patriotism of the Government and Syndicate was shown by their anxiety to convey Pacific land as the Atlantic terminus of the transcontinental railway.

Mr. Dawson spoke of the alleged injury that would result to the country from the failure of the Canadian Pacific Company.

Mr. Paterson, of Brant, delivered a powerful address in opposition to the resolutions, pointing out that whenever the Tories wanted to cover up some political iniquity they set up the cry of patriotism.

Mr. Ross, of Lisgar, followed extolling the North-West and urging the passage of the resolutions.

The debate was continued by Messrs. Mulock and Laurier until nearly two o'clock, when the members were called in and the House divided on Mr. Cameron's amendment, which was lost by a vote of 82 to 132.

Hon. Mr. Costigan moved the adjournment of the debate.

Sir John Macdonald hoped the motion would not be persisted in. If the House went into committee to night, the debate could go on as usual to-morrow.

Hon. Mr. Costigan said the Government seemed to be rushing the matter through with undue haste. He declined to withdraw his motion, which was then declared carried, and the House adjourned.

OTTAWA, Feb. 20

When the House of Commons met, this afternoon, Mr. Costigan rose and asked that he should be allowed to postpone whatever remarks he had to make until concurrence.

In resuming the debate on the C. P. R. resolutions, Hon. Mr. Blake called attention to the fact that the other important consideations, such as the extension of the railway to Quebec, and the securing of an Atlantic terminus on Canadian territory, were involved in the question before the House, and that Parliament had a right to be fully informed as to what expenditures would be necessary to secure all these objects before granting the proposed loan to the Pacific Railway Company. He moved an amendment to the effect that full details of arrangements for extending the road to Quebec should be given by the Government.

Sir Charles Tupper intimated that it was the intention of the Government to vote $12,000 a mile to the Quebec Government as a subsidy upon the entire line of the North Shore railway, from Quebec to Ottawa—in all about $3,600,000—and also to guarantee interest upon $4,000,000 to construct a bridge over the St. Lawrence at Quebec. He further stated that efforts would be made to have the mail line of the Canadian Pacific extended to Quebec city, and denounced the Grand Trunk Railway Company for attempting to influence Parliament in opposition to the loan scheme. He defended the selection of Portland as the Atlantic terminus of the Pacific Railway, contending that the natural advantages of that port, its fine harbor, and proximity to Montreal, could not be offset by any port in Canada.

Hon. Mr. Vail argued that it was unjust to shoulder the Maritime Provinces with their share of the enormous Pacific Railway expenditure without affording them some corresponding advantages.

Messrs. McNeill and Sproull supported the resolution.

Mr. Platt said that if the security which the Government proposed to take for the loan was so ample it was strange that the company could not raise money upon it in the markets of the world. The Government would have to borrow money at four per cent. and lend it to the company at five. If the company had good security to offer they should be able to raise money themselves at four per cent. and thus effect a considerable saving. He quoted the opinion of Senator Macpherson, Minister of the Interior, that the Government had no right to speculate with public money. The Government had no right to rush to the rescue of a sinking railway company or the bankrupt Exchange Bank.

Mr. Houle (Conservative) spoke, in French, against the resolutions, contending that the company had already received enough from the country.

Mr. Gilmour thought the people of the Maritime Provinces were entitled to know whether the terminus of the Pacific Railway was to be on Canadian territory or at Portland, Maine. All evidence thus far given indicated that Portland was to be the winter port, while the summer terminus would be at Montreal. The magnitude of the proposal before the House did not appear to be understood. If Canada was called upon to pay over at once $30,000,000, there would scarcely be found money enough in the country to do it. He did not believe the loan would ever be refunded. The Government were taking security upon a railway which would never pay running expenses. What Government would loan money on the P. E. Island Railway, the operating expenses of which greatly exceeded the entire receipts? He regarded Confederation as a failure. There was no more national sentiment in the country now than there was at the time of the Union; but he was prepared to make the best of the situation. The burdens of the people, instead of being reduced, as was promised, had been increased enormously. There was no use in exaggerating the capabilities of this country. It was humiliating to be obliged to falsify the true condition of things in Canada in order to induce immigrants to come here. The people were being taxed too heavily to encourage immigration, and many of the immigrants brought here were of an objectionable class. He did not blame the Quebec men for demanding something for their province before voting on these resolutions. The hook was baited for them, but the New Brunswick Tories, the Nova Scotia Tories and the Ontario Tories were prepared to take the bare hook. The difficulties of the Canadian Pacific Railway Company were of their own creation. Either they had never had any credit or had lost it through mismanagement.

At half-past two the main resolutions were adopted by a vote of 63 to 136, Mr. Houde, Conservative, voting with the Opposition.

The Montreal City Council has passed a resolution providing that the salary of $2000 to the Mayor shall be discontinued.

Hon. Mr. Blake has accepted the invitation of St. Patrick's Society, of Ottawa, to deliver a lecture at their concert on St. Patrick's night.

LOCAL & PROVINCIAL.

NOTICE.—All communications, advertisements etc., intended for insertion in the FREEMAN, should reach the office not later than Thursday morning of each week.

THE Rankine mill at Indiantown is expected to start about the middle of March.

THE CONTRACT for building a steamer to replace the lost Louise has been awarded to Jotham O'Brien, of Maccan, N. S.

THE OUTPUT of Messrs. B. Mooney & Son's brick kiln at Fairville is intended to be much larger this year than last.

REV. WM. CHISHOLM, one of the best known Catholic clergymen of Nova Scotia, died on Friday evening of last week at Antigonish.

TWO HOSE CARTS, of new design, are being constructed at Messrs. Kelly & Murphy's factory, for the Portland fire department.

HANDSOME BEQUEST.—Mr. Nicholas Carroll, recently deceased, bequeathed $450 to the R. C. Orphan Asylum, and a similar amount to St. Patrick's Industrial School.

ACCIDENT.—A man by the name of Pollock while working in the woods near Canterbury, York Co., recently, had the bones of one arm terribly smashed by a tree falling on it.

LAST EVENING (Friday) the new pipe organ in St. Bernard's R. C. Church, Moncton, was to be opened. Mrs. Connolly, of Fredericton, and the Cathedral choir were announced to assist at the concert.

THE CORONER'S INQUIRY into the death of Frank Bushway, who was said to have been beaten to death a short time ago at Moncton, resulted in the jury bringing in a verdict that the deceased came to his death from hemorrhage caused by congestion of the brain.

A HEAVY FIRE occurred at Charlottetown on Wednesday. The loss is stated at a quarter of a million dollars; insurance, $100,000. A man named Joseph Weeks dropped dead at the fire; supposed to be from excitement.

AQUATIC.—The Ross-Nagle crew, of Carleton, intend to visit Boston the coming summer. It is expected that matches will be arranged between them and a crew from Halifax. A North shore four, which distinguished itself on Miramichi waters last year, is very likely to receive a challenge early in the season.

AN ALTERCATION over a game of cards in the bar-room of Michael O'Connell, Port Elgin, a few nights ago, resulted in James Polley receiving at the hands of the barkeeper a very serious blow on the head with a bottle, inflicting a ghastly wound.

ACCIDENT.—A boy named Lantz was a few days since walking on the ice at Kentville, N. S, carrying an axe on his shoulder, when he fell, the blade of the axe coming in contact with one of his hands and cutting off two of his fingers.

THE *Bay Pilot* says that a number of young men, members of the congregation of St. Andrews R. C. Church, in that town have organized a Literary and Temperance Association. Meetings will be held every week day evening in their rooms. Every person must wish the society very great success and long continuance.

THE lottery of the St. Aloysius Association in aid of St. Peter's Church has been drawn. E. Power, Strait Shore, won a miniature steam engine; B. Tapley, Indiantown, a set of curtains and poles; and No. 147, a lithograph of the new church. The Association intend to give one of their popular entertainments on St. Patick's night, for the benefit of the Roman Catholic Orphan Asylum.

WE would remind our readers that the grand vocal and instrumental concert for the benefit of the City Cornet Band takes place at the Mechanic's Institute, on Tuesday evening next. The proceeds are for the purpose of procuring new uniforms for the band. Many of our best singers will appear on the occasion. The Band is deserving of the fullest measure of encouragement and should be rewarded by a bumper house on the evening of the concert.

It is a good rule to accept only such medicines as have after long years of trial, proved worthy of confidence. This is a case where other people's experience may be of great service, and it has been the experience of thousands that Ayer's Cherry Pectoral is the best cough medicine ever used.

FIRES.—A warehouse on Rankine's wharf was destroyed by fire on Monday night. Among the property destroyed were three racing boats owned by Mr. Chas. O'Hara.

Mr C. A. Stockton's house, Mount Pleasant, was destroyed by fire at an early hour on Saturday morning. Mr. Edwin Fisher presented the Portland fire department with $50 in recognition of their services in saving his house. John Mahoney, one of the firemen, had his left eye badly injured by a piece of glass getting into it. Edward Woods, another fireman, had at the same time a deep and ugly gash cut in his left wrist, while taking a stream into one of the windows.

Woodsmen from Canada have met with much disappointment in the States this season. Formerly all they had to do to obtain higher wages than they could get at home was to cross the line. Now it is different. Men this winter are plentiful—the supply exceeds the demand—which accounts for the difference in the price of labor this year and last. There are some men in the woods who are working for their board; many others receive $14 and $15 per month. We hear of several Canadians who failed to obtain work and returned home. The rush to the woods shows that more men are out of employment this winter than usually at this time of the year.—*Northwestern Lumberman.*

It is said that Hanlan is to accompany Cole's circus on a trip to Australia.

THE POTATO MARKET.—Recent advices are that large quantities of potatoes were coming into Boston from New York State but dealers preferred to get supplies from the East if terms are equally favorable. There was, however, an excellent prospect of a good demand for Provincial potatoes during March and April. Sales ranged from 48 to 50 cents per bushel by the carload. A correspondent, writing from Boston to the Albert Co. *Maple Leaf*, says that no matter at what dining table you find a seat, you soon learn to name the word "poison" when this eatable is placed before you. The potatoes, principally furnished by New York, are not fit to be eaten, as they are poisoned by the paris green used to destroy the potato bug. But dealers buy them because they can be had for about one half the price of Canadian potatoes. The latter are better to eat and free from poison but the freights from New Brunswick are so high that they are practically shut out of the market. The question of reducing the price of potatoes, or that of freights, for shipment from the Provinces should be seriously considered.

MURDER AT DIGBY.—Wm. Kent Bradley, a mulatto, was murdered on Saturday night at Little Joggin bridge, two miles from Digby, N. S. Before he died Bradley said that a colored man named Jordan struck him six fearful blows with an axe from behind.

The particulars are as follows: On Saturday evening the murdered man named Kent while under the influence of liquor, entered the house of Howard Jordan between 7 and 8 o'clock. The house was at the time occupied by Jordan and his wife, while her grandmother, Elsie Williams, and her grandson, a boy about 14 years old, were there visiting. On entering the house, as was shown by the evidence, Kent behaved in an indecent manner to the woman, refused to leave the house, and in a tussle with Howard Jordan fell to the floor, Jordan below and Kent on top. While in this position he probably received the blows with the axe, which caused his death, six of which were found on his body, the one on the head penetrating the skull, and all evidently done with an axe. While Jordan and Kent were scuffling, his wife started to the nearest house, that of Thos. Francis, for assistance. On their return they found the family outdoors and Kent lying inside deluged in blood, and though faint, was still able to speak. He charged Howard Jordan with the murder. He was carried to Francis' house, when medical aid was summoned, but he died about midnight, on Sunday. An inquest was held, at which was gathered a motley crowd of all the people of colour. The parties living in the house were all determined not to convict themselves, and none seemed to know who committed the deed. The four were committed to the county jail at Digby, where an examination was held, on Monday, when the boy, James Edward Jones, testified that his grandmother, Elsie Williams, alias Ruddick, took the axe from behind the door, when Kent and Jordan were struggling on the floor, and, thinking she was going to kill Kent, he ran out of the house. The boy will be released on bail, but the others are committed to the Supreme Court in June. The old woman has a wicked look, although she is very quiet in her manner, and considerable doubt exists whether she is really the murderess or not. The verdict at the coroner's inquest was: "That deceased came to his death by blows from an axe in the hands of Howard Jordan."

The Western Chronicle gives the following account of a most disgraceful affair: On Saturday night of last week a number of roughs of Grand Pre visited the house of Mr. Geo. Best, on the back road of that place. Mrs. Best, on the back road of that place. Mrs. Best, on the back road of that place. Mrs