The Public is requested carefully to notice the new and enlarged Scheme to be drawn MCAPITAL PRIZE \$75,000 転

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STOCK

and ARRIVING at the

them have at heart.

able some other road to secure the

Provincial subsidy yet available, and

unpatriotic obstruction which may

prevent the work receiving the bene-

fit of the Dominion subsidy secured

for it in May last. It is possible

they knew a bona fide company had

been provisionally formed and had

advertised a legal meeting, may not

be able to accomplish the undesirable

results they are really working

for, but they are taking upon them-

selves a responsibility in that direc-

tion and incurring a risk which far-

seeing men would hesitate to expose

delay, if not defeat, of the Railway,

with the necessary capital and expe-

have been, all along, misled by the

ing themselves as President, Secre-

and Western Railway Company, and,

nothing to secure the construction of

the road contemplated in the Act,

but persistently standing in the way

men have seen this President, Sec-

retary and alleged company allow the

subsidy of \$5,000 a mile provided in

the Act of 1874 to be within their

ability to secure it for themselves nor

others, the real friends of the work,

have it. They have seen these same

men, when the subsidy offered was,

in 1882, reduced to \$3,000 a mile,

content themselves with securing

thought would discourage any prac-

tical railway man from putting his

money in the road. They further

saw, after assisting to secure a Domi-

Warehouse,

PUBLIC WHARF,

NEWCASTLE.

50 Brls. Heavy Mess Pork;

50 " Plate and Extra Mess Beef:

50 Tubs Lard;

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150 Half-chests TEA:

50 Caddies " *

20 Tubs BUTTER ; 20 Puncheons MOLASSES:

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CHOICE BRANDS.

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----AT----

JOHN McLAGGAN.

Miramichi Advance.

The Miramichi Valley Railway The interest manifested by the people of Northumberland in Miramichi Valley Railway is greater at the present time than ever before Indeed, the subject seems to occupy the mind of the local public more fully every day as its different aspects are presented, and the knowledge that the making or marring of the undertaking hangs on the developments of a period which will reach its most important stage next week, emphasises the magnitude of the question. The facts that the gentlemen named as corporators in the Northern and Western Railway Act are divided, and that each party has advertised a first meeting for organization on the same day and at the same hour-the one in Fredericton and the other at Newcastle-are calculated to puzzle those who are not familiar with the inner history of the matter and to increase the general desire for information. We gave such leading facts bearing on the question as the time at our disposal last week would allow, and were somewhat surprised that neither of the other local papers thought it worth while to inform their readers on a subject in which so many of them were deeply interested. It was to be expected that these papers tensions and carried out their ob-

would offer some explanation of or structive policy. comment upon the singular course thought proper to take-why they, who had formed a bogus Railway company for years, and stood in the way of practical railway men capital and enterprise, should, on the very day after the latter advertised a call for a meeting under the Act, cause a similar call to be published. It is no wonder that people should enquire what it meant, and the silence of the organs of the "Miramichi Valley Railway Company"the myth which had so long been looked upon as a reality by an interested, but deluded public-could only be accounted for by the fact that their position will not bear the light

of discussion and that their action is but a desperate attempt to secure a legal right to delay and defeat the work as they have done by illegal assumptions for the last seven or eight years. Some of the few gentlemen who have been led to enter into this new combination to prevent the immediate commencement of the Valley Railway, would not, we are sure, lend themselves to such work if they understood the real object of their crafty and selfish associates, and we hope they will recede from the false position in which they are placed before they are made to become parties to the defeat of the undertaking, the success of which all but a few of What is the situation at the present time ?- one that presents, on the one hand, an absolute certainty of the work of construction on the Valley Railway being commenced at once at the Intercolonial and carried forward without delay as far as the subsidies provided for will admit of, and, on the other hand, delay that will en-

The reasons why this route has always been looked upon as the one by which the road must be built are. briefly stated, three,—1st, it is the workings of these gentlemen for the shortest route to both Newcastle and that the parties who stepped in after | Chatham; 2nd, it is the route by which construction will be easiest and alone practicable; 3rd, it is the only one by which an independent line can be built from Fredericton to left "isolated to a considerable extent, either of the towns on the Miramichi. These gentlemen who are taking in the old-fashioned way." This is ansteps to further postpone the commencement of the work do not, and never did, pretend that they were in From Bartholomew River all along the tri-weekly newspaper, which was very themselves to, and which cannot but a position to make Newcastle the lead to disappointment for themselves, terminus. At the same time, they saw the advantages of the shorter and the working of an irreparable line, by the route we have indicated, they are going to build it. The only wrong upon the people of two coun- and having one of their number in difference will be in the 17 miles between the Government of the Province Bartholomew River and the Intercolo-On the one hand there is a pro- actually secured such a change in the nial. visional Company composed of men Subsidy Act as they thought would prevent it from ever being underrience who are ready to proceed with taken. They virtually said, "We the work as soon as they are formed know we have failed to get any capiunder the Act. These gentlemen talist to join us in building the road by any other than the short and fact that certain gentlemen in New- independent route; and that we cannot it will furnish the greatest amount of castle have been severally represent- bring it to Newcastle, but we are determined that it shall not run to tary, Solicitor, etc., of the Northern | Chatham, though we take steps by legislation and standing in the way as such, not only doing, practically, with our bogus company, to prevent it." A part of the working out of this determination is the proposition of those who were desirous of under-The bona fide Railway reach, while they had neither the the patriotism to step aside and let

eleven miles. If perpetual running & Wilson's-has always claimed the rights over the Intercolonial could be traffic did not pay and received thounion subsidy, that no practical at- secured at fixed and reasonable rates tempt was being made by this this proposition would remove all objecbogus company to go on with tions save those arising out of extra

road can be run to one or the other of Messrs. Fairley & Wilson's, at Bar-

We would like to discuss the subject lonial managemen tto force the Valley further, but our time and space this week will not admit of our doing so. We are glad, however, to find the bogus company has mustered courage to speak through its organ. Its doing so cannot, however, strengthen its position very

A Great Public Loss.

cost \$10,000 throughout New Brunswick, and by a mile to build and equip the road by Canadians everywhere. We make exthe route they propose and that they tracts in reference to the sad event have not the means to supply the differ- from such of the papers as have reachence between the available subsidies ed us and it is, therefore, only necesand the full amount required. They sary for us to add a word or two in know that they cannot find any man, or reference to one with whom, as a fellow, men, who will step in and supply the laborer on the staff of the Telegraph funds needed. In fact they only know and, subsequently as one of his en that there is a chance to further delay ployees when he became proprietor of had not any money so paid up on the the work. On the other hand they the same paper, the writer was so intiknow that capitalists are all ready to mately acquainted. No man in MR. There is no such person known in step in and build the road by the short- ELDER's position, as far as we knew him, er route—a route that will serve all the as journalist or politician, ever spoke or requirements of local traffic and is pre- acted more from conscientious or patriotic motives. He was often misunwith exception of the short piece be | derstood, and his judgment may, at tween Bartholomew River and the In- times, have been at fault; his simplicity employment for a steamer and will ac- have, at times, left weak spots for de fault as a party leader it was that h would sometimes refrain from hitting his opponents hard when he was abl and it was necessary to do so, and that he was too slow in detecting the tactics of concealed party enemies

> when they were personal friends. As a journalist, a leader of our public men and in the business and social life of the Province he occupied a place which it will be difficult to fill, now that he is gone. He wore himself out in the service of his adopted country, and deserves a high place of honor among the most illustrious of those whose memory is cherished as her greatest

No words of ours can lighten the sense of sorrow which the irreparable loss they have sustained must bring to the bereaved family. We know must be greater than those who understood Mr. Elder's life and work less than we do can realise. If sincere sympathy engendered by a feeling that their loss-not theirs alone, but that of thousands-leads those at a distance to mourn with and for them, can, in any way, alleviate the grief of the hour, they have the assurance of that sympathy.

[Daily Telegraph of July 24.]

Hon. William Elder, A. M., L. L. D., Provincial Secretary of the Province of New Brunswick, and editor and proprietor of the Daily Telegraph, died suddenly, at his residence in this city, last night at half-past ten o'clock. Mr. Elder had been at his office nearly all day, and was apparently in good health and in unusually good spirits. He left the office to go home at his usual hour in the evening, intending to return later on, as was his custom. Shortly before ten o'clock he spoke family to remain at home. He according. ly sent a note to the office stating that he was not very well and did not think he would be able to come down town. He also gave a few short directions as to matters he wished treated of. Shortly after he had written this note, he lay down and complained of a slight pain in his chest and head. In a few minutes Mrs. Elder heard him breathing heavily and on going to his side found he was dying. The everybody. death struggle was short and apparently not painful.

Mr. Elder was born at Malin, in the County of Donegal, Ireland, July 22, 1822. He was educated at Belfast College, and afterwards attended the universities of Edinburgh and Glasgow and the New College at Edinburgh, and very greatly distinguished himself at all these institutions. He studied theology and was for some time a minister of the Presbyterian Church. The first years of his life in New Brunswick were spent in Missionary labors, but in 1854 he was called to the pastorate of the Presbyterian Church at St. Stephen, the duties of which he discharged for nine years. Mr. Elder's taste led him into the field of journalism. In 1856 he founded the Colonial Presbyterian, which in 1869 was merged into the Presbuterian Advocate. In 1865 he began the publication of the Morning Journal, a successful and possessed a great deal influence. During the Confederation campaign many of the best articles written upon that important question, appeared in the columns of the Journal and were from Mr. Elder's powerful pen. In 1869 the Journal was amalgamated with the Telegraph, and a daily paper, called the St. John Telegraph and Morning Journal, was issued, of which Mr. Elder was editor and John Livingston was proprietor. In 1871 he purchased the business, and after-

wards changed the name of the paper to the Daily Telegraph, of which he continued until his death, editor and proprietor. In 1872, Mr. Elder was an unsuccessful candidate for the House of Commons. He was first elected to the Assembly in 1875, to fill a vacancy caused by the death of Mr. Coram. On the resignation of the Hanington Government, he was called to the office of Provincial Secretary, and was subsequently appointed President of the

has removed him from our midst, precludes the possibility of such a review of his life and character as they demand, and as is prompted by affection and esteem. To say that he was identified with all already. Reference has above been made paign. These, great as they were, were friends. inferior to those rendered by him during the discussion of the Free School law, to the enactment and perpetuation of which he probably contributed more than any other single individual. In all measures looking to the advancement of the intellectual, social or industrial interests of the country he took a deep interest, and labored with all his power to promote

He was one of the few public speakers the undertaking and that all the pro- of the road, but such rights cannot be traffic argument is a hollow one, a great regard for the feelings of others, but unfortunately for those who being made to the schooner's patrons providing vincial subsidy but sufficient to cover obtained and unless the traffic of the especially as a stopper is put on it at and generally forebore to use the powerful have made this estimate of distance concerned.

weapons of sarcasm and invective which he could command at will.

In his habits he was simple and

dustrious. Indeed it may be truly said that he wore himself out. The responsiposition rested more heavily upon him than he would admit, and when warned, self beyond his strength, he would some pleasant answer and say he take rest by-and-bye Alas! the usefulness. To the great project of best energies, and he had every reason to believe they would have been crowned with success. His death is a public loss. He filled a large place in the public life of

John, and indeed of Canada. Mr. Elder greatily enjoyed the social and family circle, and was nowhere more at home. His list of friends was limited only by the number of his acquaintances. His name was a household word in New Brunswick, and his death will be lament ed by thousands who have never known him personally, while hundreds, who have enjoyed the pleasure of his friend ship, will add their tears to those of his grief-stricken family.

[St. John "Globe."] Mr. Elder's death was a great shock to the community. We had no more active citizen. As a writer, a politician, a public spirited citizen, a member of the Government, he was never idle. Constantly before the community for many years, he had within the past few months, in connection with the Centennial and the Exnibition. come to occupy what might almost be des. cribed as the foremost place. He shrank from no work, and he faced every duty s cheerfully and so pleasantly that only Such severe work would tell on any man. In the labor he performed there was much physical system must have been intense In a small community (like ours, with all the ambition of a much larger one, and with a comparatively small number of men willing'to undertake public work of various kinds, there is incessant toil for all who

are willing to to take up the burden. Per haps the boldest man would shrink in ai fright if he were suddenly asked to plunge from comparative idleness into the work Mr. Elder was carrying on-in his newspaper, in the Legislature, in the Government, in connection with various city and Provincial institutions, added to which is the absolute necessity to an editor to keep up acquaintance with all that is doing in the world. But that work closes around a man gradually, holding him fast in its fetters, and it is only when he stops to survey it all that he fully realizes what a slave he is to toil. The editorial profession is one which enlarges a man's human sympathies and human associations. He sees vast numbers of men everywhere, in

nations, in communities, in organizations, in groups, struggling for this reform or for that improvement, working for the suppression of evil, or striving for the amelioration of their race. His feelings, his sympathies, his hopes, go out to these, and if brought into personal contact with them there is great likelihood that he will soon be absorbed into the active work. It is, perhaps, not too much to say that Mr. Elder was our foremost citizen. Other men occupy higher offices in the serving the fisheries and securing only

Government of Canada or in the Canadian of going out, but was persuaded by his Legislature, but in Provincial affairs, through his newspapers, and hy his welfare of the city and-Province; by his active efforts to promote everything connected with the higher life of the people. by his close attention to all those movements which affect the individual as well as the general interest, he was constantly occapied. It seems, now that he i dead, as if he had lived very close to

> (St. John "Sun") Few men in our city or Province would be more generally missed, as his life-long career had made his name familiar in every household throughout the length and breadth of the land. prominent member of the Local Government, and the leading orator of the House graph he was best known, as through its be still more justifiable on rivers not umns he had for a long term of years | half so well watched by competent offidealt, with marked ability, with every | cers. measure bearing upon the welfare of his adopted country. A strong friend of his party, he brought to its aid abilities of high order, developed and ripened by thorough academic training; but though fearing no foe in the political arena, he more naturally inclined to literary pursuits and always dwelt with fondness upon the classical associations of his college days. In public life he had no enemies. even his strongest opponents can be con scious of no shade of personal bitterness to him who has been so suddenly and terribly stricken down, and were every one for whom in private life he had done some loving service to drop a blossom on his casket, he would sleep, to-night, beneath a wilderness of flowers.

St. John "News." Mr. Elder was known to the New Brunswick people in a three-fold capacity -as a clergymar, as an active politician and as a journalist. As a clergyman he occupied respectable rank. Not a pulpit orator, he was yet a thoughtful, instruct- ed with a victory for the British by 45 ive preacher, careful in his preparations. Of his political career this does not seem the time to speak at length. He had worked his way to the position of Provincial Secretary, and seemed to be doing well therein. He appeared to advantage in removing the deadlock in Exhibition matters caused by the heedless action of the Board of Agriculture. He was a The suddenness of the calamity, which | clear and forcible speaker on all matters | F. Mackenzie- Chatham, N. B. to which he had given attention, But he was most distinguished as a jour

nalist. As such he unquestionably took high rank, and was well and widely known. He brought to his task trained powers of a high order. He was an able and estimable man, and St. John will miss him much. He will long be

The unanimity with which the major-

ity of people join in deprecating a beaten oarsman is quite the opposite of the that there was an understanding between sympathy always claimed for "the under dog in the fight." We have seen a good many aquatic contests and learned that the leading oarsman is, almost invariably credited with perhaps twice the advantage in distance he has actually won by, and the recent Hanlan-Ross race at Ogdensburg is no exception to

or a difference of just 471 seconds.

Now this time shows that Ross made, on an average, each mile of the four rowed fn 7 min. 101 sec. Everyone knows that any defeated oarsman does not row at the finish nearly so fast as his average time for a whole race, but granting, for argument sake, that Ross did row the finish at the average speed he made throughout the race and the time record shows that he was just 194 yds and 1 foot behind Hanlan. But a quarter of a mile is just 440 yards, so that, instead of Hanlan being a quarter of a mile ahead of Ross he could not have been even one-tenth of a mile. Indeed, taking into account the fact that the oarsmen went slower and slower as each was fatigued by the continued exertion Lard, Castor, necessary to the struggle, it is probable that Hanlan was not more than 150 yds. ahead of Ross at the finish, or a little more than a twelfth of a mile. While there can be no doubt of Hanlan's great superiority as an oarsman, we ought not to shut our eyes to the fact that his advantage over Ross on Thursday last has been exaggerated by the press

Salmon Regulations,

in the proportion of three to one.

We have received, from several corespondents, copies of an Order in Council of 14th June last, embracing 'additional fishery regulations for the protection of the salmon in the tiday and fresh water portions of the River Restigouche and its tributaries in the Provinces of Quebec and New Brunswick, also, for the protection of Salmon in the fresh water rivers of the Province of Prince Edward Island."

1. Salmon nets in the River Restifrom their head waters to the lower bound of the tidal estuary opposite to and between Campbellton, New Brunswick, and Cross Point, Quebec, shall English Coatings, Broadcloths, be raised or removed from six o'clock on Friday evening to six o'clock on Monday morning following in erch

2. It shall be lawful to angle for Salmon on the River Restigouche and its tributaries between the 30th day of April and the 15th day of August in each year, after which time it shall be

3. It shall be lawful to fish for, catch or kill Salmon by means of bar nets only not exceeding five fathoms long and placed at least four hundred yards apart in those parts of the River Restiyouche and its tributaries which are in the Province of New Brunswick, and it shall be unlawful to set or use therein any net of any kind between the first day of July and the first day of May in

4. It shall be unlawful to fish for, catch or kill salmon by means of any kind of net or other apparatus excepting with a rod and line in the manner known as fly surface fishing, above tide water in rivers and streams in the Provinces of Quebec and Prince Edward Island.

The above regulations are, doubtless, those referred to by Mr. Mowat, in his letter published by us last week. Regulation No. 2 appears, on its face. to be a very arbitrary one, although it is not so in reality. Sportsmen, who are, as a class, always desirous of presuch fish as are in good condition, know that salmon ought to be left unmolested in the fluvial portions of our rivers after the latter part of August, as they spawn late in October and early in November. Regalation No. 2 would, therefore, be a proper one to enforce in all our northern rivers. It ought to go however, with a new policy for the protection of such rivers as are now left at the mercy of the law-breaking classes, including both branches of the Miramichi and their tributaries. It happens now that the netters, when caught with fresh salmon in their possession by angling parties and also by officers, can make it appear that they have made their captures by angling. Regulation No. 2, if generally enforced, would put a stop to that kind of thing, so if it is good for the Restigouche it ought to

Regulation No. 3 appears to be an absurd one. It must be intended as a Practical prohibition of net fishing on the Restigouche and, as such, is an indefensible confiscation of long established rights and privileges.

Do not delay, if suffering any form of Bowel Complaint, however mild apparently may be the attack, but use Dr. Fowler's Extract of Wild Strawberry. It is the old reliable cure for all forms of Summer Complaints that require prompt treatment. Ask your druggist and all dealers in patent medicines. Sold by J. D. B. F. Mackenzie, Chatham, N. B.

In the Wimbledon firing at 800 yards the Americans scored 346, British 330 the Americans are 24 points ahead thus far. The scores at 900 yards were American 263. British 297-making the aggreate at end of 900 yards British 1697 American 1687. The contest finally endpoints, the total score being 1951

If you would escape the ravages of that scourge of the Summer season, Cholera Morbus, keep Dr. Fowler's Extract of Wild Strawberry at hand for use, In plaint, it is infallible. Sold by J. D. B.

The Liberals of Halifax have decided to let the election of a representative to fill the vacancy caused by Mr. Richey's appointment as Lieut. Governor, go by de fault, and no opposition will be offered to the return of Mr. Stairs, the Tory candi date. "Tne reasons for this decision" principal one seems to have been that Hon, Mr. Jones, who would undoubtedly be the strongest candidate the Liberals could put in the field, was not able accept a nomination, on account of business engagemenas. It was said also leading men on both sides of politics that if Mr. Stairs was allowed to be returned unopposed, the Tories would offer no opposition to the election of Local Govern ment supporters in Cumberland and Halifax, where it is believed elections are soon to take place in consequence of some changes in the personal of the Nova Scotia cabinent. The Chronicle, while admit- The Schooner Whitewing, Capt. Joseph Willist

General Masiness.



West Virginia, Etc.

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ALSO FEW CASES OF TAR AND WONSONS:

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CHEAP FOR CASH.

GEO. WATT. Chatham, April 18th, 1883.

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NY person who, without my consent, in writ-A ing, makes, constructs or put in operation the Champion Creamer for which five different artition, or any person or persons who procure such ised and uses it, or any person infringing on such

roprietor for the County of Gloucester of the

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Dated at Bathurst this 3rd day of July. A. D. Salesmen Wanted

the utmost rigour of the law.

To begin work at once on Fall Sales 1883, for the Fonthill Nurseries. The largest in the Do-100 Additional Canvassers, tion has been. If you are willing to work, your success is almost certain. The best of references required. Apply (enclosing photo if possible) to STONE & WELLINGTON, JAMES W. BEALL,

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of M. M. Sargeant, Newcastle, E. A. Strang, Chatham, or with Wm. Stothart, Moorfield, will

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Before, many other

age, or six packages for \$5, or will

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themselves in this respect.

July 11, 1883.

seventy miles under the Act was secured by other companies, so they took steps to secure this remnant before it too had gone beyond recovery and in the hope that those who had so long played like children with the matter would retire, they subscribed some \$200,000 bona fide stock, paid

up the \$20,000 and advertised their first meeting as required by the Northern and Western Railway Act. On the other hand, we have these gentlemen, who have, for seven or eight years, been playing at "Valley Railway Company" and doing nothing but obstructing the work, suddenly crying out "me too" and also, the day after, advertising a call for a first meeting of the company they had professed to be President and Directors, etc., of for years. They do not state in their advertisement that they have paid up the money required by the Act, while it is known that they day the call of their meeting is dated. Northumberland as one of the corporators whose name appears in their advertisement, and the whole thing bears evidence of haste and recklessless-a haste equal to that with which they eight years ago placed themselves in the way of the present Railway and a recklessness equal to that with which they have, ever since, maintained their pre-

The time has arrived when the which the gentlemen advertising the people of the Miramichi may be asked proposed meeting in Newcastle to seriously consider this important question as it now stands. Let them, in view of the facts, watch the tactics of those who are fighting so hard to maintain themselves as principals in mitted, far too long, to defeat the construction of the Valley Railway. And should these men persist in the known as those who have done their best to prevent the present bright prospects of this important undertaking from being realised and who, because they were unable to go on with it, did all they could to prevent others, who were both able and willing, from doing so.

have always been the one on which the Newcastle combination have depended to excuse the practical inaction which has characterised their some reason, which no practical railway builder has yet been able to understand, they have persistently ignored the short route and pretended that the longer and more difficult one only should be considered. The York and Northummberland promoters of the undertaking, on the other hand, recognise the necessity of accommodating all the up-river parishes to the fullest extent practicable, and their line will be the most direct one to be found-after leaving the Nashwaak Valley-to Boiestown, thence to Doaktown, where it will cross the Miramichi, running down the North side thereof to a point near or below Doctor's Island, at the junction of Bartholomew river with the main Southwest. Here it will again cross south side finally connect with the

Intercolonial at Chatham Junction.

to make Wilson's Point the terminus. These gentlemen admit that the freight and passengers upon which the road will depend will mainly pass from or to the two towns, but because they cannot run on the road's own rails to Newcastle they say that they will not do so to Chatham, but they will run to Wilson's Point, which is at the junction of the Northwest and Southwest rivers and from which Newcastle can be reached only by running some three miles, and Chatham, eight miles by water. "But," say these gentlemen, "we can run such a change in the Act as they by rail to Newcastle by the Intercolonial four miles and to Chatham by Intercolonial and Chatham Branch

the towns over its own rails, it will tholomew River. Wilson's Point, by imposing such rates, for the privilege of using their rails and bridges, as would handicap any advantages which the Valley road might pos-

These gentlemen profess not to see the importance of independent rail communication with one town or the tercolonial, but as that will not afford commodate Chatham they will do what bona fide promoters of the Valley they have always done-obstruct the

> Since the above was written th Advocate has come to hand with an article on the Railway question. It "Owing to the small subsidy provided for Provincial railways by Act of Legislature,

actual construction has not yet been entered upon, nor was there a prospect of the enprise reaching this stage until aid for at intervention of the Hon. P. Mitchell, and others interested in the work. Now that the necessary assistance has been secured to warrant the commencement of active an organization that has been per- operations at an early day, it does seem unfortunate that a spirit of jealousy prevails in the towns of Chatham and Newcastle, by which the supporters of the enterprise are divided into contending factions, who strive for the mastery as course they are pursuing, let them be the future welfare of these places depended upon their efforts to secure the terminus

on their respective sides of the river." The idea that Messrs. Gibson and Pickard and their associate capitalists are jealous of Newcastle, to which not even the residents of that town ever claimed the road could be built, is absurd. If there is any jealousy it is on the part of those who, knowing the terminus cannot be in Newcastle, de-The question of route appears to clare-dog-in-the-manger-like-that i

shall not be in Chatham. In February, 1875, when Mr. Gib son wanted to build the road and Mr. Call was made President of the bogus Valley Railway Company at Newcastle history as an alleged company. For for the pyrpose of preventing him-the year that Mr. Call presented his protest against the Government contracting "with any other company" to build the road-the subsidy available was \$5,000 a mile, or over \$500,000 in all. That subsidy was available up to 1882, when Mr. Adams and others reduced it to \$3,000 a mile and cut Chatham out of the Act by legislation. What is the position now? There are only seventy miles of railway left under the Act of 1882, for which the \$3,000 a mile is provided-other companies having stepped in and taken up the remainder for the other roads named in the Act. This is due altogether to the inaction of the Newcastle parties. Then, there is the \$3,200 a mile for 32 miles, under the Dominion subsidy Act. This makes available for the Valley road \$210,000 from the Local and \$102,000 from the Dominion Government. The Advocate the Southwest, and running down its now tells us that this bogus company, which could not build the road because the subsidy of \$500,000 was insufficient, was encouraged to go on when it discovered that it could get only \$312,000! Could anything be more absurd and

last eight years ? The Advocate says, also, that if the road is built as proposed by Messrs. Gibson, Pickard, Muirhead and their associates "a district extending something over one hundred miles," will be communication having to be maintained other specimen of the bogus company's insincerity. Valley and to Fredericton, the road will be built over precisely the route which Messrs. Call. Swim and "John Miller"-whoever he may be-pretend

The Advocate puts words into the mouth of an imaginary "Nelson man" and makes him say to its edi-"The Newcastle people have the advantages with them. Whatever may be my wishes in the matter, the route on your side of the river is the best, because

traffic, and this is what is wanted. There is" said he, "Derby with the extensive hemlock extract work of the Messrs. Miller, the fine saw mill of the Messrs. Fairley & Wilson at Blackville, which would contribute largely to the traffic of the Then, there are the fine settlements along your side of the river, and in addition the fact that the greatest amount of | Board of Agriculture. lumbering is done on that side, which means large quantities of supplies being shipped by the railway. It is also said that the Messrs. Fairley & Wilson will send their deals to the nearest shipping point by this road, which will also add derably to the revenue of the line The route on your side of the river is un-

ly" for the Advocate and its "Nelson man" to recognise the fact that Messrs. Miller are quite independent of the railway, having their works and the village their enterprise has mainly created, on the bank of the river, and their own steamers amply meeting the requirements of their traffic. Besides, Mr. Call, President of the bogus company, who has been running a steamer for years to within four miles of where the bona fide company propose to cross the Miramichi-viz., at Messrs. Fairley

questionably the best, and should be adop- public questions during the last twenty These are candid and manly years is to state what everyone knows It would be more "candid and man- to his services in the Confederation cam- kindly remembered by a large circle of the Chronicle says, "were many," but the what seemed to him to be right.

In the Legislature he possessed great weight, his discriminating mind, vast fund of information, and polished, graceful oratory, gained him the foremost position.

A Mistake about Hanlan's Lead.

sands of dollars as subsidy to make up whose remarks, taken down verbatim, the rule. The press accounts agree genting that propositions of this character will ply during the summer season of 1883 be the character that the character will ply during the summer season of 1883 be the character that th the deficiency. This is pretty good were fit for publication without correction. erally in the statement that Hanlan were made by the Tories, denies that gers and freight. tions save those arising out of extra cost of construction and the lengthening evidence that the Advocate's "local Both as a speaker and writer, he displayed won by a lead of about a quarter of a there was any foundation for reports of a cents each way and will be furnished with meals

there is a time record. This is of course reliable, and it shows that the four miles were made by Hanlan in 27 min. 571 sec. and by Ross in 28 min. 45 sec.,