

New Advertisements.

The Public is requested carefully to notice the new and enlarged Scheme to be drawn Monthly. CAPITAL PRIZE \$75,000. Tickets only \$5. Shares in proportion.

A. S. L. Louisiana State Lottery Company. We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of the Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith towards all parties, and we authorize the Company to use the certificates, and all facsimiles of our signatures attached, in its advertisements.

Commissioners. Incorporated in 1868 for 25 years by the Legislature for Educational and Charitable purposes... with a Capital of \$1,000,000... By an overwhelming popular vote its franchise was made a part of the new Constitution adopted December 24 A. D. 1870.

Its Grand Single Number Drawings take place monthly. A SUNDAY OPPORTUNITY TO WIN A FORTY FIVE THOUSAND DOLLAR DRAWING, CLASS 'A' AT NEW ORLEANS, TUESDAY, AUGUST 14, 1883.

CAPITAL PRIZE, \$75,000. 100,000 Tickets at Five Dollars Each. Fractions, in Fifths in proportion.

Table with 2 columns: Prize Amount and Number of Tickets. Includes rows for \$75,000, \$10,000, \$5,000, \$2,500, \$1,000, \$500, \$250, \$100, \$50, \$25, \$10, \$5, \$2.50.

Application for rates is due should be made to the Office of the Company in New Orleans, Louisiana, for further information write clearly, giving full address. Send orders by Express, Registered Letter or Money Order, addressed only to M. A. Dauphin.

M. A. Dauphin, New Orleans, La. or M. A. Dauphin, 607 Seventh St., Washington, D. C.

THE KEY TO HEALTH.



Burdock Blood Bitters. Unlocks all the clogged avenues of the Bowels, Kidneys and Liver, carrying off gradually without weakening the system, all the impurities and foul humors of the secretions...

T. MILBURN & CO., Proprietors, Toronto.

ABDALLAH MESSENGER

THE above horse will arrive in Chatham on the opening of navigation and will be at the Metropolitan Hotel Stables. He will stand at Chatham and a few other places during the season of 1883, particulars of which, dates, etc. will be given by handbill.

Podagre, etc of Abdallah Messenger

Abdallah Messenger is a blood bay, 16 hands high and weighed 1,200 lbs. at 4 years old. He was trained by J. P. B. Esau, and was never trained. He was used by J. P. B. Esau, and was never trained. He was used by J. P. B. Esau, and was never trained.

Abdallah Messenger's Colts

have made the fastest trotting and he has shed more trotters than any other horse imported to Long Island, New York, May 14th, 1877. Captain Irving's colt, 2 years old, took first money in a contest. Track last fall and John O'Connell's name was taken first money in a contest. John O'Connell's name was taken first money in a contest.

JOHN O'CONNOR'S

HOUSTON, April 9th, 1883. Dear Sir, - As I thought you would like to hear how Abdallah Messenger stock is turning out, I might say I purchased a pair of Abdallah Messenger stock, which is a credit to Abdallah and his owner. He is a fine colt, 4 years old and can trot a mile in 4 minutes and 30 seconds, has never been trained, and is properly handled he will make one of the best horses ever bred in New York. His weight is about ten hundred pounds; color, dark brown. There are several other colts around here bred by Abdallah Messenger, which give every prospect of fast trotting and I consider Abdallah Messenger stock the best for speed on P. E. Island. I remain yours truly, GEORGE ESTERY, Highfield.

"Abdallah Junior"

FOURTH, - Abdallah Jr. is a blood bay, stands 17 hands high, weighs 1,300 pounds, foaled 25th July, 1879, bred by Abdallah Messenger, dam by Abdallah, grand dam by Abdallah. W. A. NOODAN, Owner, Summerside, April 16th, 1883.

Sealed Tenders,

marked "Tender for Mill Cove Bridge" for the rebuilding of the bridge at Mill Cove Bridge, New Brunswick, will be received up to MONDAY 16th July next. Specifications to be seen at the office of the Supervisor, Mr. T. H. Ramsay, New Castle, to whom the tenders must be addressed. The Department does not bind itself to accept the lowest or any tender. P. G. RYAN, Chief Commissioner, Fredericton, June 29th, 1883.

SEALED TENDERS, marked "Ferry tender,"

for the general carrying of passengers and freight, will be received up to MONDAY 16th July next. Specifications to be seen at the office of the Supervisor, Mr. T. H. Ramsay, New Castle, to whom the tenders must be addressed. The Department does not bind itself to accept the lowest or any tender. P. G. RYAN, Chief Commissioner, Fredericton, June 22nd, 1883.

Miramichi Advance.

CHATHAM, JULY 12, 1883.

The Crown Lands Leases.

The terms on which Provincial lumber lands are to be leased to operators at the approaching sale at Fredericton have not yet been decided upon, but it is expected that the change of policy introduced by the late Government last year will be found to have been so detrimental in its working to all concerned that a return in the direction of the former system will mark the new Government's policy. The one-year leases are admitted on all sides to be unsuited to the requirements of the lumbermen and detrimental to the interests of the Province. They discourage the improvement of the streams for driving and the opening up of roads to new lands, while they encourage reckless lumbering over such tracts as are operated upon. A lessee, having no guarantee of his holding beyond the one season will hesitate to spend money on what may be the property of another the next year, and he will make the most out of his temporary occupancy, feeling that his landlord has dealt in a selfish and unreasonable manner with him. The short leases also promote a feeling of instability and uncertainty in all branches of the trade, discouraging investments in milling and other property and thereby lessening their value. These features of the question, taken together with the unquestionably depressed condition of the lumber market, call for the most careful consideration on the part of the Government. Even the five-year licenses were objectionable short and there is a strong feeling in favor of a nearer approach to the Ontario system. If the Government would make their licenses to run for ten years, retaining in their own hands the power to fix the rate of stumpage each year, it would benefit the lumbermen, lead to a better and more economical system of lumbering and amply protect the revenue interests of the Province. Whatever may be said to the contrary by those who are uninformed on the subject, the outlook of the lumber business is a discouraging one. Nothing but a policy of strict economy in its management and the good will towards each other of all interested can prevent disaster to the weaker ones in the trade. The capital employed in it is large and when once in it, practically, a permanent investment which must be worked, profit or no profit. It is the duty of those who control the raw material that costs them nothing, but is made valuable by the enterprise of our best business men, to administer their trust upon business principles, recognising that the interest is a mutual one with the risk all on the side of the lessees while sure profits are only guaranteed to those who are at once the lessors and have the unchallenged power to say what their profits shall be. Let the rate of stumpage be what is fair, and, by all means, let the short term leases be replaced by something more rational and businesslike.

Chatham and its Railway.

It is not easy to understand the ways of Government or the sources through which Government organs draw their inspiration and obtain their information. The reasons which have led the Government to change its relations with the Chatham Railway, have, therefore, until a day or two ago, been among the local mysteries of the season. The *Advocate* and *World* can never let well enough alone, and when they took trouble to state why the railway change was made—giving the purely imaginary reasons confidentially assigned by the President of the *World* Publishing Company—it was to be expected that the finger of that gentleman would again be found in the Chatham pie. Accordingly, we are now told that the business of Chatham with the Intercolonial Railway requires a new connection. It also happens that a supporter of the Government is running steamers between Chatham and Newcastle. People have observed the efforts that have been made during the whole season to divert Chatham freight and passengers from the Railway and that delays and breakdowns on the Intercolonial have been blamed upon the Chatham road, but when they also know that the intention was to help a moribund steamboat interest, the whole programme will not be difficult to understand. Hereafter, tickets for all points in connection with the Intercolonial Railway have been sold at the Chatham Station. The business, so far as we can learn, has been satisfactorily transacted. Without any reason whatever being assigned the Chatham Railway is refused the right to continue the sale of these tickets. But we find Mr. Busby, who has charge of that branch of the Railway business, coming to Chatham and arranging for a ticket agency outside of the Chatham Railway service altogether, in order, as the plainly states, that tickets may be sold so that passengers may connect with the I. C. R. trains by taking the steamers running between Chatham and Newcastle. Of course, there will be tickets good over the Chatham railway also, but it is clear that whatever the Government can do is to be done to divert traffic from the Chatham Railway to the Newcastle boats. If the design of this manoeuvring were to establish a through line to everywhere via Newcastle we might feel congratulating our shrewd neighbors, but, of course, it is only a temporary arrangement, for when the portion of the Valley road between the I. C. R. and Wilson's Point is built this wonderful steamboat interest proposes to make a kind of siding of Newcastle station and do all the business between both Chatham and Newcastle

and the I. C. R. with the steamers. The whole arrangement is unbusinesslike and absurd and cannot stand for a day longer than the present management of the Intercolonial lasts.

The Hemlock Industry.

The manner in which the new Hemlock Regulation is carried out is fast condemning them and driving people out of the business. It was understood that the Government's intention was to realise stampage to the amount of about one dollar per cord under the regulations. To secure this a tax of one dollar per thousand superficial feet, measured as ordinary saw logs are soled, viz., merchantable lumber—is levied. Many of the scalars, however, have now become more than strict in the interpretation of their instructions and they measure everything in the form of hemlock lumber which the peeler cut. This makes the tax, in some cases, amount to as much as \$2 a cord, which is more than one-half the value of the bark on the river bank. We know of one operator on Barnaby River who intended to bring out 500 cords having to abandon his operation altogether because of the excessive scaling. Others are preparing to suspend operations for the same reason. It is to be hoped the Government will attend to the matter and that the Surveyor General will deem this part of the Province, of sufficient importance to honor it with a visit. When he comes he will, no doubt, learn that his officers are not endeavoring to make his administration as satisfactory as they did that of his predecessor.

The Lobster Fishery.

A Shipper lobster packer gives his views of the above subject in another column, offering a suggestion to the Department of Fisheries which deserves consideration. The condition of this fishery is, as we recently pointed out, such as to require prohibitive or stringently protective measures. The Department and the packers should come to a mutual understanding in reference to the course to be adopted, otherwise the enforcement of new regulations may be attended with insurmountable difficulties. The present regulations, as our correspondent states, are a dead letter and it will be much better all round if a mutual understanding can be arrived at and the annihilation of this valuable fishery prevented.

Provincial Appointments.

The last *Royal Gazette* contains the following list of appointments for the County of Northumberland,—

George A. Blair to be Police Magistrate for Chatham.

John Curran to be Parish Court Commissioner for Blackville.

James Harrett to be Parish Court Commissioner for Rogersville.

Patrik Hennessy to be Alms House Commissioner for Newcastle.

Thomas Russell to be Mayor Vendor at Newcastle, in room of Patrick Farrell, deceased.

Patrick Connors, Jr., to be a Member of the Board of Health, Chatham, in room of James T. Griffin, deceased.

C. Whelan to be Labor Act Commissioner for the Parish of Ludlow, in place of John Campbell.

Patrick Hennessy, John Ferguson, Jonathan Hoad, John N. Mahon, and John Taylor, to be Justices of the Peace; and Benjamin Flood to be Seizing Officer in the County.

Deserted Posts.

Sir Hector Langevin is the only minister at Ottawa just now and Departmental business is managed on the evasive and procrastinating plan. The Department of Railways is an illustration of the kind of management and service being rendered in behalf of the public by those who are so well paid for their time and such talents as they possess. Sir Charles, the Minister, is in London acting as Canadian High Commissioner and pays no attention to the working of his department. The general Superintendent and Chief Superintendent of the Intercolonial are on a pleasure excursion to Manitoba, together with the acting Minister, and some other officials and there is no one within a thousand miles of the railway, itself, clothed with power to act decisively in any matter of consequence. There is not a department of the Government but is similarly situated. Such a condition of things is simply shameful.

A. Maybes, Merchant, Warwick,

writes: I have sold some hundred bottles of Dr. Thomas Electric Oil, and it is pronounced by the public 'one of the best medicines they have ever used'; it has done wonders in healing and relieving pain, sore throats, &c., and is worthy of the greatest confidence.

Work and Play.

The death of the late Sir Albert J. Smith is an illustration of the well established fact that physical exercise must accompany mental activity in order that health may be maintained and life made to run its allotted time. A man may enjoy the fullest physical health and live to old age without the exercise, to any appreciable extent, of his mental faculties, but the conditions cannot be reversed. The higher the intellectual powers and the more they are exercised, the greater is the strain on the physical organism. Hence, the necessity for bodily exercise on the part of those whose calling involves great mental activity. This law of nature is recognized in the schools, at which provision is properly made for the bodily exercise of the playground, and among the best teachers we recognise those who to the possession of learning and the power of imparting it to others, add the faculty of leading in or directing the games and physical exercises of their pupils. In the more exacting work of college or university study, the rule of physical training is applied, and not the least successful of our public men, in both professional and political life, are those who, amid the cares and duties incident thereto, recognize the necessity for keeping the body as the bulwark and feeder of the brain by due physical exercise and relaxation. Sir Albert Smith was absorbed in a large private business, and he gave to it all the time he did not devote to his political duties. His habits were sedentary. He walked as little as possible and never thought of using the gun or fishing

rod. Who can tell how much his life was shortened by the neglect of the physical exercises and pleasures he might have enjoyed!

The Treacherous Khedive.

Correspondence which has passed between Mr. Gladstone and Lord R. Churchill with respect to the charges against the Khedive has been published. Reviewing what has passed in the House of Commons with reference to these charges, the noble Lord sums it up as follows:— 1. That I had made a tremendous charge. 2. That you decline to say that it was untrue. 3. That in your opinion I was to blame for not having earlier brought the matter to the notice of Her Majesty's Government (an error which I am now endeavoring to repair). 4. That the charge having been made by a member of the House of Commons, it became the duty of the government to inquire into it. 5. That on my placing in your hands definite matters of fact it was the duty of the government to make 'the best examination in their power.' (That is of course a strictly judicial examination,

for obviously an examination which was not judicial would not be 'the best examination.') 6. That the manner making such a charge incurred an immense responsibility. Moreover, I feel the utmost confidence that having under your protection as leader of the House of Commons the dignity and honor of that assembly, you would not suffer a member of Parliament should be open to the imputation of having incurred an immense responsibility by making tremendous charges without his being given every facility of justifying his action. Under these circumstances I have the honor to inform you that I will within the course of a few days, and with as little delay as possible, forward to you a circumstantial indictment of the Khedive of Egypt on the charge of being the author of the massacre at Alexandria on June 11, 1882, based on evidence which has been offered; and I will be prepared to co-operate to the utmost extent of my resources in bringing before you such witnesses as may be thought necessary to establish the truth of the said indictment.

A Good Story.

The hospitality of Miramichi people is proverbial and a pretty good story of it, illustrating this characteristic, came to us through the postal service last evening. It appears that two of the mature boys of Newcastle took passage at Campbellton on the 'Admiral' for Gaspé, and being unable to obtain good sleeping accommodation, rose early for a walk on deck. They were soon joined by an affable gentleman, a stranger, who chatted pleasantly with them about the scenery and other matters of interest. It would not be like Newcastle boys to allow an agreeable companion, and a stranger at that, to suffer the agony of thirst while they had the means of relief at hand, and so 'quicken you could say Jack Robinson,' one of them produced a bottle and invited the stranger to have a drop of gin. The gentleman politely declined, remarking that he never took anything before dinner, but this was regarded as merely an expression of excessive modesty and so the tempting offer was repeated, various reasons, such as the inferior grade of the coming breakfast, &c., being urged to add weight to the kind invitation. Still the stranger declined, and shortly after retired to the cabin, and the two Newcastle men, both of whom were dry as a fish were obliged to wet their whistles without the companionship they craved. Soon after they had opportunity to remember what they had heard in Sunday school about strangers who were entertained poring angels in disguise when they learned that their hospitality had been proffered to the Marquis of Lorne!—Moncton Times.

A Hot Day's Heavy Work!

On Tuesday, June 12th, in the city of New Orleans, before a large audience of prominent citizens, personally interested, Gen'l G. T. Beauregard, of La., and Jubal A. Early of Va., as solely in charge of the regular distribution, being the June Grand Monthly (the 157th) and the Semi-annual Extraordinary Drawing, distributed prizes amounting to over \$522,000, as they attest over their own signatures (and who doubts their veracity or integrity?), with honesty, fairness and in good faith towards all parties. Ticket No. 23,131 drew capital prize \$100,000 and was sold—one-half to Mr. Jas. Demorelle, of Messrs. Demorelle & Cascahs, prominent dealers in building materials in New Orleans; one-tenth to G. Rosenthal, a most prominent German citizen of Raleigh, N. C., etc. No. 75,008 drew the second prize, \$50,000—one-fifth sold to W. B. Hutchinson, well-known broker, No. 12 Old Slip, New York city; and other portions to H. N. Pleasant, of Cleveland, O., and Jas. J. Walsh, of 189 Varick st., New York city, paid through Messrs. Winslow, Lanier & Co., bankers there. No. 31,341 drew the third prize, \$20,000, one-half of which was paid to the Bank of Commerce, at Memphis, Tenn.; and other portions to Carly at Pasadena, Los Angeles Co., Cal. Tickets Nos. 20,683 and 30,001 drew each \$10,000—the fourth prizes—sold to G. T. Kimberlin, Texas; P. O. Wash, Va.; and New Orleans, etc., etc. to the end of the chapter. The next (the 159th) takes place August 14, and all information can be had on application to M. A. Dauphin, New Orleans, La.

Not as Bright as Painted.

'I thought no land in the North West,' says Mr. Bunkerfield, formerly station master at Wolford, who returned from Moose Jaw the other day, 'because I didn't want to purchase on a falling market. Land is going down, town lots are going down, everything is going down.' This gentleman says he was offered a tract of the best land for \$2.75 an acre, but knows he will be able to buy it for less if he wants it. He quotes the prices of grain as ridiculously low, wherever the product is greater than local consumption, and laughs at the idea of its being raised at a profit for export to Europe by the Canada Pacific. The freight will eat it up, in his opinion, and leave so small a sum for the farmer that there will be no better return on the largest crop that may be harvested there than in a small crop here. Should the Hudson Bay route to Europe be opened, the raising of wheat for export might be carried on to advantage, but not otherwise. Mr. Bunkerfield was over the whole country, inquired closely into things in general, and returned with the conviction that prairie farming in the North West is not any more profitable than farming in New Brunswick—the low prices for produce counterbalancing the absence of woods and the richness of the soil. Moncton Times.

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CHATHAM RAILWAY.

SUMMER 1883.

On and after MONDAY, JUNE 25TH, Trains will run on this Railway, in connection with the Intercolonial Railway, daily, (Sundays excepted) as follows:—

Table with 4 columns: LOCAL TIME TABLE, EXPRESS, ACCOMMODATION, THROUGH TIME TABLE. Includes rows for Leave Chatham, Arrive Chatham, Leave Chatham, Arrive Chatham.

Table with 4 columns: LOCAL TIME TABLE, EXPRESS, ACCOMMODATION, THROUGH TIME TABLE. Includes rows for Leave Chatham, Arrive Chatham, Leave Chatham, Arrive Chatham.

TRAINS BETWEEN CHATHAM & NEWCASTLE.

Table with 4 columns: LEAVE CHATHAM, EXPRESS, ACCOMMODATION, LEAVE NEWCASTLE. Includes rows for 4.00 a.m., 10.50 a.m., 3.00 p.m., 11.15 p.m.

Table with 4 columns: LEAVE NEWCASTLE, EXPRESS, ACCOMMODATION, LEAVE CHATHAM. Includes rows for 11.15 a.m., 11.32 p.m., 2.30 p.m., 12.30 p.m.

Trains leave Chatham on Saturday night to connect with Express going South, which runs through to St. John, and with the Express going North, which lies over at Campbellton until Monday. Close connections are made with all passenger Trains both DAY and NIGHT on the Intercolonial.

Fullerton Sleeping Cars run through to St. John on Mondays, Wednesdays and Fridays, and to Halifax on Tuesdays, Thursdays and Saturdays, and from St. John, Tuesdays, Thursdays and Saturdays, and from Halifax, Mondays, Wednesdays and Fridays. The above Table is made up on I. C. Railway standard time, which is about the time kept at Chatham.

All the local Trains stop at Nelson Station, both going and returning. All freight for transportation over this road, if above Fourth (4th) Class, will be taken delivery of at the Union Wharf, Chatham, and forwarded free of Truckage, Custom House Entry or other charges. Special attention given to Shipments of Fish.

ARGYLE HOUSE.

We have now completed our SPRING IMPORTATIONS of British and Domestic Goods. Our Stock is LARGE and laid in at very LOW PRICES, enabling us to offer the very best value in the market. Among the Goods we offer

200 MENS', YOUTHS AND BOYS' SUITS much under value. MEN'S HATS, in great variety, and CHEAP. MEN'S CAPS, from 12 cents up. 50 DOZ. MEN'S WHITE, FANCY AND WORKING SHIRTS, astonishingly cheap. 10 DOZ. BEST WHITE UNLAUNDERED SHIRTS in the market, at 90 cents each.

—A GOOD LINE OF— UNION & TAPESTRY CARPETS and Floor Oil Cloths.

COTTONS and Staple Goods at Bottom Prices. Tea, Tobacco, Sugar, Molasses, Meal, Flour, Fish, Pork, Salt, (in sacks), etc., etc. etc.

Chatham, May 30, 1883.

MIRAMICHI FURNITURE STORE.

NEWCASTLE, N. B.

THE LARGEST, CHEAPEST, & BEST ASSORTED STOCK IN THE COUNTY.

THE FOLLOWING GOODS NOW IN STOCK:

Hair Cloth, Raw Silk and Repp PARLOR SUITS.

WHAT-NOTS, CAMP CHAIRS, SIDE BOARDS to order.

100 doz. Cane and Wood Seat Chairs, 20 Bedroom Suits, 100 Iron and Wood Bedsteads, 20 Bales Mattresses, Pillows, etc. 8756 Rolls Room Paper, (English), 20 Wire and other Spring Beds.

LOUNGES, SOFAS.

Folding and Combination Chairs.

50 PIECES OF CARPETS:

The above Goods were bought for Cash and are offered at LOWER PRICES than any in the trade.

WHOLESALE AND RETAIL.

JAMES C. FAIREY, SOLE AGENT FOR

The Uxbridge Organ Company.

Newcastle, April 16th, 1883.

CLEARING OUT!

The residue of our WINTER DRY GOODS at TREMENDOUS SACRIFICE.

Shawls, Mantles, Blankets, Flannels, Clothing, etc MUST GO WE WANT SPACE.

Mr. D. Sutherland is at present in Great Britain, selecting Dry Goods for our Spring and Summer trade. Our early importations will be the largest and most varied ever shown to the people of Miramichi.

WHOLESALE AND RETAIL.

SUTHERLAND & CREAGHAN.

NEWCASTLE, Jan. 30th, 1883.

EARLE'S HOTEL, - - NEW YORK.

CORNER OF CENTRE AND CANAL STREETS

THE favorite Hotel of Maritime visitors to New York. Convenient to the principal Lines of City travel and the main Steamship Lines communicating with points north and south. It is one of the best Hotels in the City for visitors who wish to combine business with pleasure, as while it is convenient to the centres of wholesale and Maritime trade, the principal places of amusement can also be reached in a few minutes by the different facilities for quick travel almost at the door. Ap-15, 1882.