

CAPITAL PRIZE, \$150,000

"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 toward all parties, and we authorise the Company to use this certificate, with fac-similes of our signatures attached, in its

Deauregure lule

UNPRECEDENTED ATTRACTION!
OVER HALF A MILLION DISTRIBUTED.

Louisiana State Lottery Company Incorporated in 1868 for 25 years by the Legisature for Educational and Charitable purposeswith a Capital of \$1,000,000—to which a reserve fund of over \$550,000 has since been added.

By an overwhelming popular vote its franchise was made a part of the present State Constitution adopted December 2d A. D. 1879. Its Grand Single Number Drawings will take place monthly. It never scales or per pones. Look at the following Distribution: 169th Grand Monthly

Extraordinary Semi-Annual Drawing IN THE ACADEMY OF MUSIC NEW ORLEANS. Tuesday, June 17, 1884. Under the personal supervision and management of Gen. G. T. BEAUREGARD, of Louisiana, and Gen. JUBAL A. EARLY, of Virginia. Capital Prize, \$150,000 Notice - Tickets are Ten Dollars only. Ralves, \$5. Fifths, \$2. Tenths, \$1.

1 CAPITAL PRIZE OF \$150,000. 2 LARGE PRIZES OF 4 LARGE PRIZES OF APPROXIMATION PRIZES. the Office of the Company in New Orleans. For further information write clearly, giving full address. Make P. O. Money Orders payable

New Orleans, La.

POSTAL NOTES and ordinary letters
by Mail or Express (all sums of \$5 and upwards by
Express at our expense) to

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

New Orleans National Bank.

NEW STIFF AND SOFT HATS

-IN-

Felt and Fur,—Leading Styles. MEN'S'BOYS' & YOUTHS'

READY - MADE CLOTHING. White and Regatta

SHIRTS.

FRESH STOCK OF

PER S. S. DURHAM CITY.

All at Bottom Prices. WHOLESALE AND RETAIL

I. HARRIS & SON, WATER STREET, - CHATHAM, N. B.

REMOVAL.

and to inform them that he has removed to his ises on Water Street, next door to the glad to welcome all old customers and to make the acquaintance of new ones. He has on hand a most complete new stock of

All Kinds of Cloths,

from which selections may be made for Suits or Single Garments. inspection of which is respectfully invited. F. O. PETTERSON.

MERSEREAU'S

PHOTOGRAPHIC ROOMS

Being desirous of placing First Class Photographs within the reach of Residents of Chatham.

Mr.J.A.E. Marrell, having a bearing of 20 feet on the cen-

(late of 98 King Street, St. John,)

Who has arrived and is now ready for work. We have now the BEST GALLERY.

BEST LIGHT. BEST PROCESS & BEST OPERATOR

North of St. John.

Give US a Trial and be convinced. To -GALLERY OPPOSITE-

Masonic Hall, - Chatham.

To All whom it may concern:

The undersigned, owners of the block of land or

the South side of Miramichi River, originally granted to George Roy, and Alexander Gilliss, hereby give notice that any person or persons found trespassing on any part of the said lots, by utting or hauling away fence poles, or firewood te., or by running lines across the said lots hacking and destroying the wood, or by cutti block of land; will be dealt with as the law directs. This Block of Land was resurveyed correctly several years ago by the Original Survey, by the Grant bearing date, 1798, in the reign of King Beginning at a marked cedar tree standing on or near the southerly bank or shore of Miramic River aforesaid, at the northwesterly corner ounds of the lot number twenty, granted to John Dalton in the grant to James McCombe and associates, thence running by the Magnetic needle along the westerly line, of the said l number twenty; South twenty two degrees East thirty minutes west, sixty-two chains, or unti four in this tract; thence along the said wes terly line of lot number twenty-four, North twenty-two degrees West, until it meets the nce along the said bank or shore of said following its several courses down stream ntil it meets the bounds first mentioned, or a ine ruening North twenty-two degrees West

marks, numbers, contents, fronts, or breadt and division lines are expressed and described on the plan annexed to the grant

vided into four lots or plantations, as afore-

Miramichi Advance. Miramichi Valley Railway.

closed a contract for the construction

of their line and that the contractors

-Messrs. Glendenning & Ruel-of

the first section, which extends from

on the south side of the S. W. Mira-

michi.some 3 miles below Indiantown.

Junction and the crossing of the

is to be finished before next winter

sets in, while, at least, the same mile-

age is to be put under construction

same time, at the Fredericton end.

The contractors are to build as

rapidly as possible to a point oppo-

of the Dominion Government guaran_

so-called, by or before the end of the

tween Chatham and Blackville is

used only in the superstructures—in

will be first class.

dicate that the character of the line

to be used in construction. These

are of the Intercolonial standard-

the best cars made for Canadian

cargo of steel rails—the first instal-

ment of the 3,000 tons purchased by

the Company before the Dominion

from the Miramichi end of the road-

at Senator Murhead's wharf. The

A lot of fish plates, etc., for the Com-

pany came out on the Statsminster

The Nelson Bridge.

The people of the County generally,

and especially those of the four or five

parishes chiefly to be accommodated,

will read with pleasure the advertise-

ment of the Board of Works calling for

tenders for the long-talked-of bridge

over the Southwest Miramichi between

Nelson and Derby Parishes. The new

structure is to be built on the site

known as Bateman's Point, surveyed by

A. G. Beckwith, Esq., C. E., for the

Government, last year. It will extend

from the top of the bank on the Nelson

side to that on the Derby side-a dis-

tance of about 1,600 feet. The finished

roadway will be level with Nelson side.

The river, at the site of the bridge, has

a mean depth estimated at 10 ft. 6 in.,

but at the deepest part of the channel

The structure will be composed of five

spans, of 200 feet each, two of 125 feet

each, one of 70 feet, and a turntable

draw with two openings of 40 feet each,

width of the roadway is to be twenty

feet over all. The 200 and 125 feet

truss plan, and the draw will be com-

posed of a swinging truss 103 feet long,

tral draw-pier, which is to have 48

spruce piles, not less than eleven inches

at the top end-driven with an 18 cwt.

ram, with at least a 20 ft. final fall, un-

til they penetrate not more than an inch

at a blow-as the foundation for the

in other parts, and birch, cedar and

fact, the structure will be a credit to the

there is 23 feet of water at low tide.

Selmer which is also now in port.

Our reference of last week to the the new administration, as a material Miramichi Valley Railway prepared our readers for the announcement sonable facilities for local trade and which we now have the pleasure of communication between the two great making, viz,—that the Northern and divisions of the County. Western Railway Company have

Valley Railway Notes. Mr. J. B. Snowball, who arrived to day from Fredericton, was interviewed by a reporter as to the prospects for the construction of the Miramichi Valley Road. York, have commenced operations on He stated that he considered it unwise to say much about the road as the matter stands at present. He refrained from stating what had been the result of his Chatham Junction to Dovle's Brook. visit to Ottawa, nor yet to Fredericton. Work, he says, will be begun immediately on the Chatham end, and probably Under their agreement the portion twenty miles will be completed this summer. The contract has not yet been of the Railway between Chatham signed, however. It was the intention to begin work at both ends simultaneous-Southwest near Bartholomew- River ly, and Mr. Snowball believes that inside of three weeks surveying will be commenced at the York end. Indeed. positive does he feel that work will ommenced there this season that he has and made ready for the rails by the this summer will see forty miles of the

site upper Derby, and, in the event teeing suitable aid and to meet their views as to route, the Company may est face on their undertakings and to the people of the County. cross the river and run their line by discount the future and its chances althe north side from that point upmost recklessly, but the Directors of wards. In any event, the Company the Northern and Western Railway appropose to establish railway connec- pear to act and speak in the most conservative manner. As everyone knows, tion as far up as McLaggan's mills, it would be quite impossible for Mr. Snowball to know, much less to announce for publication, the "result of It will be gratifying to our readers his visit to Ottawa." While there, he to learn, also, that the Directors in placed the position and intentions of the Company fully before the Ministers. of the outlying districts" that any differ-York have recognised the claims of Chatham to the workshops of the He, no doubt, found that they had have been so long opposed to the road : and he made certain proposals with the view of recovering the Dominopened for traffic. The workshops, ion aid so unfairly taken from the Miras well as all the station houses amichi end of it. There the matter along the road, are to be built of rests, so far as his mission to Ottawa is bricks. This, together with the fact concerned. The "result" is not that the bridges and culverts are to known, probably, to the Ministers be of stone masonry—wood being themselves.

When Mr. Snowball was interviewed by the Globe reporter the contract for construction had all been agreed upon but it was not signed. It has been While in St. John on Saturday signed since then, however, and work Mr. Snowball contracted with Messrs. is now going on, between Chatham James Harris & Co. for ten flat cars, Junction and the Boom.

The Montreal Herald is wonderfully interested in Northumberland and devotes columns to our interests. It professes to know all about our local affairs The barque Arctic with a full and to arrange things very much better for us than we can arrange them for ourselves. Whether the fact is due to Hon. Mr. Mitchell controlling the pa per, or to its editor's disinterested re-Government withdrew its subsidy gard for the Miramichi it is not necessary for us to guess, but we must take is now in port, and discharging its utterances as we find them. It de votes over four of its precious columns rails are to be hauled to the Chatham in its issue of last Thursday, to a re-Railway Station when discharged. production of Mr. Mitchell's letter t Messrs. Gillespie, Sadler and Keary of Chatham, in which he endeavors to justify himself in having the Dominio Subsidy withdrawn from the Miramichi end of the Valley Railway. Commenting thereon Mr. Mitchell's Herald

It explains Mr. Mitchell's action in relation to securing the Government's consent to build a piece of railway from Derby Siding on the Intercolonial Railway near Newcastle. N.B., to Indiantown fifteen miles from Newcastle. A good rival towns-Newcastle and Chathamwith Mr. Mitchell's course, and a majority in the latter being greatly displeased, as by a more southerly route than that Chatham, rather than Newcastle, the terminus of the branch line. Mr. Mitchell seems to hold that this is not a but a matter to be settled by the people for whose accommodation the road is in- to be hoped that the time will outlying country districts, and especially road by their local traffic. This is a reasonable view to take of the matter besides the piers and abutments. The at last. So far as the road is calculated to develope the districts lying outside of the castle—it appears to be in the right place. spans are to be built on the Arch Burr | It runs through a well settled, cultivated we understand, prove to be a local ounty. It cannot help benefitting both Chatham and Newcastle, as it brings a large and rich tract of country much nearer to them than it was before by greatly reducing the time taken in the transportation of freight and passengers.

This piece of road, being built by the Dominion as a branch of the Intercolonial

waling pieces supporting the pier-tower. railway, casts the county, town or settle-The up and down stream length of | ment nothing. piers is to be 70 feet at the bottom, with How adroit and well-informed the receding and battered tops as well as | Herald is! Newcastle is "greatly battered sides. Birch timber is to be pleased" while only "a majority" in used for all outer bearings under water, Chatham are "greatly displeased." with hemlock inside. The sides of the How is it, then, if this be so, that Newpiers, from lowest water to two feet castle gentlemen of wealth and influabove highest water, are to be planked ence are acting heartily with the Comwith 3 inch birch, laid diagonally, on pany who are building the Valley Railthe same slope as the faces of the ice- way, while Chatham is an enthusiastic guards. The sloping faces of the ice- unit on the quest on? How is it, also, Notice to Trespassers. guards on the piers will be covered with that we hear on all sides, even in Newclose-jointed 8 inch birch timber, 12 castle, deprecation of the wilful misinches thick at the centre, where it is to representation by which Mr. Mitchell be framed to a sharp nose, which, like secured the vote for the Indiantown the outside corners, is to be plated with Branch, and sought to wrong the Cominch iron, firmly bolted on. All the pany, while Chatham raises its voice as piers and abutments are to be ballasted that of one man against him? The with stone in every compartment, from | term, "a majority" presupposes the exthe bottom to four feet above highest | istence of a minority, yet we would like for Mr. Mitchell to give us, either Southern hard pine is to be used for through the Herald or the Newcastle all the principal parts, such as chords, organ of his friends in that town, the

> hemlock for piers. All the iron, except- Just one name Mr. Mitchell. ing spike bolts, will be best refined. In Again, the Herald's "branch line", with a terminus at Chatham, is some-Works Department and a lasting tribute | thing so entirely new as to be accounted to the persistent energy of Mr. Burchill, for only on the supposition that Mr. M. P. P., in pushing the long-neglected Mitchell's long absence from the County claim of Derby and Nelson, Chatham has made him quite forgetful of and un- against shafts aimed at him with such and Newcastle to this very necessary acquainted with our affairs. Who, in evident personal hatred and malice. work. In this special matter, of such New Brunswick, ever heard, save from importance to the rarish in which he Ottawa, of a proposition to build the resides, Mr. Burchill has been loyally "branch line" referred to? The Comsupported by Hon. Mr. Gillespie who, as pany whose undertaking Mr. Mitchell attacks made by a certain class of papers a member of the Board of Works, has proposed to crush never promised to upon its character. Thereupon, we DUDLEY PERLEY, SR. been in a position to do good service. build or hinted at building any other applied to the highest commercial au-The time for tendering is until 20th line but that named in their original thority in the United States for a conthis reduction should it be made to be on delights of seaside life, amid the most eloquence the speech has few equals and the Warehouse.

who does not disapprove of his course .-

arches, corbels, etc., white and red pine name of even one citizen of Chatham

intelligent arrangement. It is really Fredericton. It is true that in 1875 gratifying, therefore, that this bridge- | certain Newcastle gentlemen commenc-CHATHAM. . . . MAY 22, 1884. the prospects of which were so discour- ed a crusade against that road and, aging as recently as the early winter of afterwards, by the employment of 1882, under the late Government-is now party and other artifices, assisted by to be vigorously pushed forward under the late Surveyor-General, made it appear that a line terminating between assurance of their desire to afford rea- the Miramichi bridges was preferable, but that did not alter the purpose of those who were, all the while, carefully watching over the true interests of the enterprise. The earnest and able men who are now building the road never talked of a branch and would never have thought of accepting such a compromise. Nor did the friends of Mr. Mitchell in Newcastle ever name a branch until they found that the Company's preparations to build were in such a forward state as to make their hope of defeating the Valley road a forlorn one, unless they could move some unusual force to accomplish their purpose. In securing the withdrawal of the Dominion subsidy from the Miramichi end of the Company's line, they believed they had struck a deadly blow from which it could not recover. It partly chartered a vessel to bring a cargo was, certainly, a heavy blow—as heavy of rails to this port. He believes that as it was unusual unexpected and unas it was unusual, unexpected and untrack laid.—St John Globe of Saturday deserved—but it is to the credit of Chatham pluck and enterprise that it A good many persons who are anx- failed in crushing the Company. Now, ious to see the Valley Railway built, put Mr. Mitchell, and those for whom he a rather unfavorable interpretation on has so compromised himself, would the above paragraph. It is the custom | have the country believe that his course with railway men to put the very bright- has been dictated by a desire to serve

Let us see, therefore, what the results

are to be.-Mr. Mitchell's apologists

join with him in assuming that Chatham

and Newcastle were quarrelling, that

nothing was being done towards securing the railway and that, meantime, the "people of the outlying districts were suffering." It is well known to almost everybody and, particularly so, to these same "people ences existing between gentlemen of Newcastle and Chatham over the matter, were no effective hindrance to the Company in making its preparations to build. It was fully known to every member of the other alleged Company that the surveys and location were made, rails purchased and everything ing the contract with the Local Government and applying to the Dominion Government for a contract consistent with the, then, existing legislation and the Company's Act of Incorporation. Mr. Mitchell, also, knew these facts. He had them in black and white, whatever he may say to the contrary. Here then, was the Railway from Chatham to Fredericton assured. Nobody doubts that proposition. That is the Railway which the Company has, even now, commenced to build. Who will it accommodate? All the lower and all the up per parishes save a portion of Derby and Newcastle. Who will the the road which Mr. Mitchell attempted to substitute for it accommodate? Only a portion of the people of the smallest parish in the County. And, yet, these are "the people of the outlying districts," according to the Herald and Mr. Mitchell! Mr. Mitchell and his little coterie of Newcastle friends may depend upon the people of Northumberland remembering the blow aimed at their interests through their instrumentality at Ottawa; and his personal organ, the Montreal Herald. which he has given such a large gratuitous circulation in the County, will find its efforts to mislead his abused

The Scott Act and Morality

The Advocate and its friends having

constitutents fruitless.

failed in other lines of attack upon the editor of the ADVANCE, are in full cry after him on the Scott Act and moral reform question. Under the thin guise of a desire to further the temperance pander, knowingly and wilfully, to cause and promote morality, the Ap- what is morally wrong, from beginning VANCE and its editor are held up to pub- to end. lic execration for what they have failed to do as well as for what they have done, while the Advocate and its editors emplifications of all the virtues. It is when those among us undertaking the work of promoting the well-being o their fellow-men through the press, as well as on the platform, will be able to appear in a more winning frame of mind than the writer who thus attacks us. If we cannot look upon the Scott Act as favorably as some others in the community do, and we feel it to be a duty to express our views concerning it truthfully, why should those who honestly differ from us make vile personal attacks upon the editor? If we publish. editorially, what we do not believe we shall shall only forfeit public and private respect. We are as earnestly desirous of promoting temperance in the community as any of our neighbors can possibly be, but, as in every other matter affecting man's moral well-being. every individual cannot be of the same mind in respect to the best way accomplishing the best results. have a full knowledge gained by practical association with them of the workings of some of the recognised prohibitory organizations, and if the editor cannot consistently continue to associate held up publicly as a monster? It is just such persons as the writer in the Advocate who alienate so many liberal minded and honest men from the tem perance organizations of the land by their narrow and intolerant spirit. They demand that every man shall subscribe to their temperance creed. simply because they are incapable of comprehending the possibility of a dif ferent one existing and as well-calculated

perhaps, as theirs for doing good. The character of the writer referred to is stamped upon nearly every line of his article, and we can well afford to allow him to pass for judgment to the public, and ask whether such a man is fit to assume the role of a teacher of either temperance or morals. The editor, we assume, needs no personal defence

Respecting the reference to the Louisiana State Lottery, we may say that we observed, a good while ago, of the work nearly two years—a fair and | mutilated in 1882—from Chatham to | were assured that the drawings took | and Buffalo.



Orleans, whose people believed in it The Restigouche has become quite famand that it was altogether a different ous as a resort for pleasure-seekers since affair from the St. Stephen swindle. Under the circumstances we did not think it necessary to decline the corpor- tractiveness for anglers and sportsmen, to all, the charges are to be such as will inchurches, as well as other respectable are a paradise. The Dalhousie Branch of guests home-like-prompted by a deorganizations, see no harm in conduct- Railway, however, opens up, still further, sire on the part of the management to ing lotteries and when we find the the attractions of that charming section of make the "Inch Arran" attractive to our Advocate denouncing them all round we the province and adds, to its "forest and best people and place it among the mo THE HON. SURVEYOR-GENERAL will visit Miramichi early in June in con- ed by some of the finest scenery of the nection with the examination of scalers grand country in which it is located, but, and other departmental business. He up to within a short time since, those who will proceed further north from Chat- had enjoyed its attractions had little reaperfected save the formalities of chang- ham, accompanied by Hon. Mr. Gilles- son to believe that it could ever become

> DEALS .- In their last trade circular ever, which works so many changes, has Messrs. Farnworth & Jardine say, placed Dalhousie within easy reach from "The consumption of New Brunswick the outside world, and we are glad to and Nova Scotia Spruce and Pine this time of year, but the stock is considerably in excess of last year's. There have been no arrivals, the late shipments from St. John having nearly all been diverted to other ports, otherwise there must have been a further decline The market is weak, and it is very important that imports should be moderate for some time to come."

most demoralizing occupations to which a man can devote his time and attention. It brutalises those who are principals and demoralises all who are interested in its encouragement. Why. then, is it that so many of our New Brunswick papers give up their space to and spend their money for telegrams giving details of such fights? They may defend themselves by saying that the Associated Press telegraphers send these reports to them, but that does not compel them to publish the objectionable matter. The fault seems, after all the fact that all the papers using the telegrams referred to lack the courage to exclude them from their columns, because they interest a class of readers who would not patronise them but for their furnishing such debasing "news." These papers simply

The Ottawa Ministry. entrance to the Cabinet. A few days ago the sea view is simply superb. the GLOBE intimated that there was a ru-St. John would prefer Mr. Pope to Sir minister from Nova Scotia, but a good -St. John Globe.

many indications point towards Mr. Daly. The Freight Market. MONTREAL, May 12.—The season navigation is now well opened, but there is no through grain transportation trade. There are 15 or 16 large steamships and one sailing vessel in port but there are no reights offering, and steamship owners are offering to carry grain at the moment free of charge as ballast. The inland transportation companies are doing little or no business and have little prospects of doing anything. Grain dealers, steamship owners, forwarders, in fact ousiness men interested in the grain trade of this port are of opinion that unless immediate steps are taken to place the St. Lawrence on a like footing with the Erie route that the grain trade of this port will shortly disappear. Before the opening of navigation last season the New York Government abolished the tolls on the Erie Canal, thus making it possible for bargemen to give low rates. The result is that the St. Lawrence route has at Dalhousie, and affords at a moderate been completely handicapped. Freight rate, for those who enjoy sailing, an opporrates upon grain and corn from Chicago to tunity of visiting all the different points into the enemy's camp. He charged that New York are lower than those from along the Bay Chaleur, as the steamer Chicago to Montreal by 13 cents per calls at Carleton, Maria, New Richmond, love of country nor even by pride in the bushel of sixty pounds upon wheat, and New Carlisle, Paspebiac and Gaspe, re-14 cents per bushel of 56 pounds upon turning to Dalhousie the following day. corn. A feeling almost amounting to Special rates will be given at the Hotel consternation has obtained among all for families and those remaining the whole ble of going to any length in insidiously grain shippers and carriers here and efforts are being made to bring about a Gentlemen desiring to enjoy the un- ment which was doing its best to bring change in the situation. An effort is to equalled angling of the rivers flowing into order out of the Egyptian chaos, that had the route of canal tolls; these canal tolls time, afford their families a short or long decessors. Mr. Gladstone was not at all add about § of a cent to freight charges season's enjoyment of seaside life, will, no argumentative in his address, and at times

The New Summer Resort.

the opening of the Intercolonial Railway, but it has been known chiefly for its at- able centre of operations, while, best of whom its streams and magnificent woods vite patronage and the general treatment inviting of seaside retreats. Dalhousie has always been known as one of the best situated of our Maritime towns, surroundgenerally known, owing to its being off the usual line of travel. Time, how-

learn that there are not wanting those Deals has been about an average for who are prepared to place it on an equality cures a protectorate in Annam and at Liverpool on the low prices ruling. tentious advertisements imagine it to be, stricted navigation and trade on the PRIZE-FIGHTING is, really, one of the great deception and discomfort in the mat- this demand, in point of fact, brought on will be open to guests about 20th, June. Its proprietor and manager, Mrs. H. G. in the country to control such a resort.

the Bonamie Rocks. In addition to the most favored nation" clause of Internaattractions of sea, it is surrounded by some tional law, but it cannot be denied that minion. The view from the Dalhousie mercial and wor-like prestige. Mountain, back of the town, and from the The rumor that Hon. Mr. Macpherson Sugar Loaf and Prospect Mountain near was to vacate his place in the ministry, Campbellton, not to speak of the view of published some days ago, is now followed the Bay and its numerous Islands, is pro- been excited in England by a recent visit up by the statement that he has actually nounced by travellers to be unequalled of the Grand Duke of resigned. This, beyond a doubt, makes even on the Rhine, whilst from the Traga- the Queen, and the rumour that the Queen, the way easy for Mr. Dalton McCarthy's digash Mountain on the opposite side, taking advantage of some technicalities,

ing can be had by the day.

Presbyterian and Church of England.

reach Dalhousie the next morning.

new routes, special low Railway rates of passage from Hamilton, Toronto, Montreal, Ottawa and St. John, will be given this year, same as last, open to return up to the 1st November. The steamer running between Campbellton and Gaspe calls four times a week

be made to get the Government to relieve the Bay des Chaleurs and, at the same been one of its legacies from its Tory prebetween Chicago and Kingston. Consider- doubt, find the "Inch Arran" just the he was so carried away by his impetuosity

and trout are the largest and best in the Dominion. Those who enjoy mackerel

and other shore and sea-fishing, yachting, rowing and kindred pastimes and employments, can have no better or more availdesirable summer retreats of the Domi-THE QUEEN'S BIRTHDAY .- The pro-

clamation of His Excellency the Government General, fixing the 28th June as the day for celebrating the Birthday of Her Majesty, does not make that day a public holiday.

China and France. China appears to have made enormous concessions to France by the recently concluded treaty of peace, France with the best of our Maritime summer Tonquin, a withdrawal of Chinese miliresorts in the matter of Hotel accommo- tary forces from those Provinces, and dation for those who wish to escape unrestricted trade with the three South. from the heat and dust of our cities and ern Provinces of China proper-Yunnan from the regular cares and duties incident Quang-si, and Quang-Tung. The original to city life. Life at the seaside is not demand of the French, before hostilities always what those who read of it in pre- began, was that they should have unrefor it very often happens that while the affluents of the Red River, which drains sea, the air, the mountain and glen fill the southern portion of the Province of the bill with nature's usual honesty, man or Yunnan and is the main waterway of Tonwoman's desire to make money leads to quin. The preservance of the pressure of ter of bed and board. We venture to say, the war. Now, the French secure virtual however, that Dalhousie's summer visitors possession of Cochin China and free will have nothing to complain of on this commerce not only with Quang-Tung, score, as one of the finest watering-place the Province of which Canton is the chief hotels in the Maritime Provinces-the city, but also with Yunnan, which has "Inch Arran House"-has been built there been practically sealed against foreign, at what is known as Light-house Point, trade, and with Quang-Si, the Province about a mile below the town proper, and lying betwixt Yunnan in the west and Quang-Tung in the east. This is a mighty triumph for the Ferry Ministry, Grant, is one of the best qualified ladies and one over which the French people may most reasonably exult. No West-The illustration herewith will give the ern power in recent years, has achieved "Inch Arran" than any description that comparatively so inconsiderable. The can be written, so it will only be neces. New York Times says that it remains to sary for us to refer to the surroundings be seen whether the Chinese Government and enumerate some of their attractions, will be able to guarantee peaceable comwhere the beach is a fine, clear, gravelly tricts now nominally thrown open to them. sand, firm and smooth, and where bath. But, so far as treaty stipulations give ing can be indulged in at all states of the power, the French are masters of the situtide. It is sheltered from the North by ation in South-western China. Others Maguasha Point, and from the East by may secure new privileges under "the of the finest mountain scenery in the Do- France in China will long retain her com

That "Grand Duke."

The cablegrams say that much feeling has

meant to treat the Duke's morganatic The hotel grounds will be fitted up so marriage as void. Much indignation was mor that Mr. Pope would succeed Sir as to afford every out-door amusement in felt when it became known that a petty Charles Tupper as Minister of Railways. the shape of croquet, lawn tennis and prince, who has been the husband of one Since Sir Charles was here this week this quoiting grounds. Some of the finest of the Queen's daughters, and who was berumor has gained increased strength trout and salmon rivers in the Dominion lieved to be an almost successful suitor for among the friends of the Ministry, un- are in the immediate vicinity and guests the hand of another, had contracted such can be conveyed, at moderate charges, by a marriage. But subsequent events have boat or carriage, to Escuminac, Eel, changed the current of public feeling. It the present condition of some Charlo and Jacquet Rivers, or to Meta. will grieve the people profoundly should pedia, by rail about 30 miles distant, the Princess be given to the Grand Duke where, at Mr. Dan. Fraser's, salmon fish- in marriage, notwithstanding all that had occurred. Such a thing would not be be The scale of prices charged will be mod. lieved possible but that people are forced to erate, as the desire of the management of remember that the Queen gave another this house is to make it a comfortable daughter to a man much her senior who home at a reasonable outlay, and particu. had contracted what was called a morganlar attention will be given to ladies and atic marriage and who, we believe, had a children. There will be boats for hire by a large family. It was said that the the day or the hour, and a neat Boat Prince of Wales greatly disapproved of Wharf close to the house. Dalhousie has that marriage, did all he could to prevent two mails a day, one North and one South, it, and refused to be present at it. The and Post and Telegraph Offices. There public then knew not how to account for are three churches in town, where regular the strange infatuation, but respect for the services are held-the Roman Catholic. Queen prevented much public comment. It is to be hoped that the rumours now in Dalhousie is about equi-distant from circulation will prove unfounded and that Quebec, Halifax and St. John. Leaving this distasteful marriage will never take Quebec by the morning express visitors place. The people of England, and or reach Dalhousie the same evening, and Canada too, would like to see the miserable leaving Halifax by the afternoon express, fellow turned out of the Queen's presence and St. John by the evening express, they and the Queen's home, and packed off as fast as possible to his petty dukedom .-To encourage travel, as well as open up Toronto Globe.

The "Old Man Eloquent."

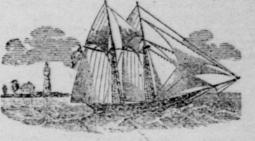
GLADSTONE ON THE VOTE OF CENSURE. Mr. Gladstone has again given proof of his wonderful power as an orator in his speech in reply to the vote of censure. The Premier took high ground at the commencement of his reply, and disdaining an attitude of defence carried the war the Conservatives were actuated, not by prestige of British arms, but solely by greed for political power. To attain this. he said, they had shown themselves capaand treacherously attacking a Governing the longer distance which grain is kind of headquarters they require. Here as to be hardly coherent, but for bitter, and at H. Chubb & Co's and the United States. brought to reach Kingston the rate by the ladies and children may enjoy all the invective, stinging sarcasm and virile the Warehouse. June, and the time for the completion charter—the Act, which Mr. Adams fidential report concerning it. We about a par with that between Chicago pleasant surroundings, while the gentle perhaps no superior in Parliamentary only, up to 5 o'clock, p. m. men are plying the rod where the salmon annals. Every part of the House was

crowded, and the peers' gallery especially was filled with notabilities, among whom were Earls Granville and Salisbury, and many of the titled followers of both leaders. The scene in the House wring the delivery of the speech was a most impres. sive one. The orator began in a low tone of voice, and the hall of St. Stephen's was as quiet as a church until the first shot from Mr. Gladstone's battery of invectives was fired into the Conservative ranks and answered by cries of "hear" from the Liberal benches. From that point the speaker's voice was as ringing and strident as a war trumpet, and volleys of applause and cheers were frequent and prolonged.

The Farmer Still Tills the Soil. A sudden change from poverty to wealth

is apt to turn men's heads, but it has not proved to be so with Mr. Elbert S. Montgomery, of Mt. Olivet, Ky., who last week received here, through the first National Bank, \$15,000, as the holder of one-fifth of ticket No. 86,800, which drew the capital prize in the April drawing of The Louisiana State Lottery, costing him but one dollar. He is at home pursuing the even tenor of his way as a farmer, and shows a disposition to use wisely the money dame Fortune has bestowed upon him. When the public was inclined to doubt if he would receive the money, he was offered, by responsible parties, the amount called for. less two per cent, but knowing the integrity of The Louisiana State Lottery management, he declined the offer and has received \$15,000 in full. It was the first lottery ticket he ever held in his life, and he paid for it the sum of one dollar .-Maysville (Ky.), Bulletin, April 29.

WHITEWING!"



ton will ply during the summer season of 1884 beand carry passengers and freight.

She will leave Escuminac every Monday, Wednesday and Friday, and Chatham every Tuesday, cents each way and will be furnished with meals

T ANDING ex "Modena," from TRINIDAD,

32 Barrels, Tenders will be received for the above Cargo, in

The Tender to state price per Imperial Gallon, in

URDAY, MAY 17th.

JEREMIAH HARRISON & CO...

BAY DU VIN.

THE Proprietor of the above well known House Summer Boarders and Tourists. It is situated convenient to the shore of Bay du

Salt Water Bathing, Splendid TROUT FISHING and admirable student of natural history, the pedestrian and the

Horses, Teams and other facilities usually found at watering T. B. WILLISTON. BAY DU VIN.



"ALBERT LEA ROUTE."

A New and Direct Line, via Seneca and Kanka-kee, has recently been opened between Richmond, Norfolk, Newport News, Chattanooga, Atlanta, Au-gusta, Nashville, Louisville, Lexington, Cincinnati, Indianapolis and Lafayette, and Omaha, Minneap-olis and St. Paul and intermediate points. All Through Passengers Travel on Fast Express Trains.

Tickets for sale at all principal Ticket Offices in the United States and Canada.

Baggage checked through and rates of fare always as low as competitors that offer less advantages. For detailed information, get the Maps and Fold-

GREAT ROCK ISLAND ROUTE, At your nearest Ticket Office, or address R. R. CABLE, E. ST. JOHN, CHICAGO.



International S. S. Com'y

Spring Arrangement.

2 TRIPS A WEEK. N AND AFTER MONDAY, March 3rd, the Every Monday and Thursday

Mornings, at 8 o'clock. for Eastport, Portland and Boston, connecting both ways at Eastport with Steamer Charles Houghton" for St. Andrews, Calais and Ste-Returning, will leave Boston same days at 8.30 o'clock, and Portland at 6 o'clock, p. m., for Eastport and St. John.

COMMENCING MAY IST, THREE TRIPS A WEEK

will be made, every MONDAY, WEDNESDAY and at H. Chubb & Co's, to all points of Canada Reed's Point Wharf, St. John, N. B

Dated at Chatham this 14th day of April, 1884.*