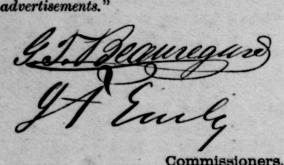
Louisiana State Lottery Company

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



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Miramichi Advance. MAY 8, 1884. Miramichi Valley Railway

> CHATHAM TO THE FRONT!! ENSURE THE IMMEDIATE COM-

MENCEMENT OF THE WORK!!

We are quite sure that the people of the County at large will rejoice over the announcement made at a public meeting in Chatham on Monday evening last that construction is to be begun at once by the Northern and Western Railway Company on both ends of the Miramichi Valley Railway and to be pushed forward with the enterprise and energy which have characterised that organization since its formation only a few months ago. Our people are already abundantly familiar with the efforts made by the Company to commence work and with the blos aimed at it from Ottawa through the efforts of those who should have helped rather than hindered it. That blow. many believed, was fatal'to the project. and the County was contemplating only a branch of 14 miles from the Intercolonial to the upper part of Derby as all it was to receive instead of the through line which the Company had prepared to build. Such was the situation a week ago. To-day, through the combined efforts of the Company and its friends and, with Chatham as a unit at its back, sustained by the good will and sympathy of nearly every man in the County, the construction of the long talked of road, from Chatham to Fredericton, as originally projected, is only to the Office of the Company in New Orleans.

For further information write clearly, giving full address. Make P. O. Money Orders payable prospects of the enterprise were fully on the eve of being commenced. The developed at the public meeting of Monday night which was duly convened in Masonic Hall on call of the Town Clerk, Wm. T. Connors, Esq. Long before eight o'clock—the hour named in the notice-the hall was filled to its utmost capacity. The audience was composed entirely of ratepayers and numbered between six and seven hundred. The Town Clerk read the requisition on which he had called the meeting, after which Roger Flanagan, Esq. one of the Councillors for the Parish. was chosen Chairman, Mr. Connors

being appointed Secretary. The Chairman briefly explained that the object of the meeting was to consider the desirability of the town of Chatham issuing Debentures to the amount of \$20,000 to aid and encourage the Northern and Western Railway READY - MADE CLOTHING. Company in the construction of the eastern end of the Miramichi Vallev Railway, running from Chatham Junction to Bartholomew River, or Mc-Laggan's mills, so called

L. J. Tweecie, Esq., in response to

numerous calls proceeded to the platplause. He said the Chairman had explained the object of the meeting fairly, If the Minister of Railways could see which was one well worthy of the atten- this meeting and witness its enthusiasm tion of the people of Chatham. He he would realise that the people were All at Bottom Prices. was, did they want the railway built tial parishes could not be long ignored. WATER STREET, - CHATHAM, N. B. Chatham Branch being then undertaken, would never have to be redeemed. to connect with the I. C. R. in Nelson. RECEIVED THIS MONTH, - EX. BARQUE formation—to pay up \$20,000 cash, of "PARAMATTA," and S.S. "HIBERNIAN" the capital stock subscribed. A survey plauded, and he was heartly cheered at was made of both sides of the river to lits close. the expenses of which people in the different parishes chiefly interested conhowever, as that Company did not get into a position to go on with the work. In 1882 the Local Act authorising the subsidy of \$5,000 a mile lapsed and a new facility, bill providing aid to the extent of \$3,000 a mile for the Valley and other roads passed, but certain members of Government and the Legislature thought proper to take the road from Chatham, by making the subsidy offered to apply to the North side of the river only-leaving Chatham, which had been always intended as the eastern terminus of the road, out in the cold. In May, 1883, the Dominion Government passed an Act by which a subsidy was granted to the Northern and West-

ADVANCED DUTY ON PRINTS OF Dominion subsidy would apply to the south, as well as to the north side. Soon after this, a meeting of the supposed Company was held in Newcastle and Mr. Park-the Secretary-was instructed to go to Fredericton to ask for a contract. He there learned that those who sent him were not a legally formed Company, or in a position to ask for a Railway whenever it would be built. contract. A number of those who had been acting with the supposed Company realising that some seven years had already passed, during most of which time a larger amount of subsidy had been available than was then offered, and knowing that the local subsidy then available was being absorbed by other roads, sought to enlist the co-operation of capitalists, in order to secure the success of the work. Mr. Gibson,

ern Railway Company for thirty-two.

miles of their railway from the I. C. R.

to Dunphy's. The resolution on which

this Act was based, as introduced by

point of junction with the I. C. R. on

in the local facility Act, but a telegra-

the north side of the river, as was done

Snowball, Senator Muirhead, Mr. Morrison and some other gentlemen of Chatham and Fredericton. These gentlemen subscribed stock and paid up \$20,000 and advertised a meeting for organization, as the Act of Assembly required. As soon as they did this they were met by opposition on the part of gentlemen in Newcastle, who were in terested in diverting the road to the North side of the river. To overcome this opposition the Company were obliged to apply to the Supreme Court in Equity for an injunction to restrain the Enthusiastic Public Meeting! opposing gentlemen, which injunction was duly granted by His Honor, Judge had done nothing but get into law, but it Weldon, by whose decision it was estab. lished that the Gibson-Snowball Com-

pany, as it is called, was the only legal Company. Having properly organized, the Company made a survey of both sides of the river, applied for and obtained a con tract from the Local Government build the Railway as provided in the Subsidy Act of 1882-to the I. C. R. Derby, or to such other point as might be authorized by any subsequent legislation. The Company next applied for legislation by which the original provision for a junction with the I. C. R might be made in the Parish of Nelson and though strongly opposed they fought their point fairly and openly, and it was carried by very large majorities in both branches of the Provincial Legislature. Thus, in eight months, this Company had done more than was done by the other alleged company in eight years. The legislation desired being secured, there was, apparently, every encouragement to proceed with the work. New engagements were entered into in good faith, rails bought in England and shipped. With the \$3,200 per mile for 32 miles, provided by the Dominion Act of 1883, and the Local Government subsidy of \$3,000 per mile, the Company were to go on, and the long talked of and long-desired Valley Railroad seemed almost a reality.

But here an unlooked-for blow fell apon the enterprise. The influences which had so long delayed the road. which had sought to take it from Chatham and had been overcome at Fredericton, were extended to Ottawa. Without warning, and to the surprise everyone, the Minister of Railways came down with a resolution proposing to take the Dominion Subsidy from the Miramichi end of the road. This, too, was done notwithstanding our protests, and done, as he believed, by reason of the Minister and Government being deceived and misled by the opponents of the enterprise. It was said the Company had not applied for the Dominion Subsidy, but it should be remembered that they had two years from last May in which to do so, and it was well known that they were not in a position to apply until they had their contract changed in accordance with the legislation of the late session of the Local Legislature on the subject. He believed that justice would yet be

done to the Company by the Dominion form, where he was received with ap- Government when the position of the undertaking was correctly understood. had no doubt that construction of the | with the Company, and not, as had been road or long delay thereof depended on represented, on the other side. The the meeting's action, and the question people of the largest and most influenfrom Chatham Junction to Fredericton. | Four-fifths of them, as shown by the [Cries of "We do!" and applause. Mr. petitions to the Local Government, Tweedie then briefly sketched the his- were in favor of the Company and the tory of the undertaking. An Act of road from Chatham Junction to Bar-Assembly was passed in 1872 incorpor- tholemew River and thence to Frederating a Company to build this railway icton, by way of Doaktown and Boiesfrom the town of Chatham-and he town. If the Dominion Government would have the meeting remember that. | did not now realise this fact, the time It was to be from Fredericton to the was coming when it would do so. Mr. Town of Chatham-not to Derby or any Snowball, who had just came in, would, other point but Chatham, and Chatham | no doubt, inform the meeting as to the only. In 1874 the Assembly passed a Company's plans. Let Chatham do her facility Act offering \$5,000 per mile to duty and help the Company and though a railway from Fredericton to the I. C. | the Town might agree to issue Deben-R. in the Parish of Nelson or Derby, tures, if the subsidy was restored they issued and the subsidy was restored the A Company was supposed to have been | Company would pay back all it received organised in 1875 under the Act of from the Town, and the probability was 1872, Directors chosen, etc., but that nothing would have to be paid. In any Company ignored one important provi- case he believed the men of Chatham were prepared to do their duty and help required—as a necessity to their proper | the Company in its time of need. [Mr.

J. B. Snowball, Esq., was next called for and took the platform while the tributed. Nothing further was done, meeting cheered him enthusiastically. He said it was a pleasure to address such an audience as that before him and he was extremely gratified to witness the enthusiasm of so large a meeting over the Railway. The Ratepayers were, no doubt, better informed of what had taken place during the last four months than he was, because they papers, while he was on the other side of the Atlantic, where only weekly reports reached him. To see so many present to-night, therefore, and to witness the prevailing enthusiasm showed that the people were ready to rise and say, "we have been wronged and will have justice." [Cheers.] He had now been in the County a long time and heard much, in the last quarter century; concerning the Miramichi Valley Railway. He had kept the enterprise well the Minister of Railways, fixed the in view during that time and always road-so full of great possibilities for the County and for Chatham-should phic remonstrance from Chatham led to be built. It was the prospect of the a change being made by which the Valley Road being built at some time that had induced him to invest a good many thousands of dollars in the Chatham Branch, in order to put it in running order, and his doing this ought to be evidence to the people that he, at least, had confidence in the undertaking and his belief that Chatham was to be the terminus of the Miramichi Valley

After referring to the delays that had taken place and the formation of the Northern and Western Company he said he went to England, feeling that the difficulties which stood in the way of securing full benefits which would come to the the necessary legislation as to route would be overcome. He felt that the Company was composed of earnest and strong men the United States and Canada and this and he was empowered to act in behalf of himself and his co-directors in making Railway would form a part. He was purchases and other arrangements to en- much impressed with what the Hor able the work to go on at once this year. Alex. Mackenzie once said to him in ref whose name is a guarantee for the suc- He might here state that Miramichi and erence to the I. C. R. It was that cess of any undertaking with which he York were about equally represented on through roads did not build up places

and Mr. Rowley, of York and Senator at the end of a railway could not but be April, 1884, \$42,592; falling off \$159,self representing Miramichi. He had the Mackenzie said Chatham need not regret ed to make investments for the Company 000 tons of steel rails, which of them shipped; and if this meeting was what he believed it to be a further le would be ordered within a week. [Cheers and cries of "We'll back you." L

deposit and, in addition, made its investments in rails, besides paying for surveys and other incidental expenses, which ought to be a sufficient guarantee of its ntention to lose no time in going on with its work. After referring to the fact that the Ottawa Government had, in May last, at the request of citizens of Chatham, so arranged that the Dominion subsidy would apply to the road on the south side of the iver, he said that in interviews at St. ohn with both Sir Hector Langevin and Sir Leonard Tilley he had received assurances that the Company would be fairly dealt with and receive the subsidy if they built the road. Mr. Tweedie, as Solicitor of the Company, had gone to Ottawa a ew months ago and placed the position and intentions of the Directors before the Minister of Railways, and from the assurances which he had received, no difficulty in obtaining the Dominion subsidy was anticipated. While in England he had heard of the excellent work that was lone in securing the legislation required at Fredericton and of the gratifying interest which the people of the County had taken in the enterprise and his surprise might, therefore, be imagined when, just as he was leaving for home—at Belfast, on a Thursday when he was to leave Londonderry next day in the steamer-he received a cable despatch informing him of what the Dominion Government had done. He realised that the Company had entered into obligations for nearly \$100,000 and from under their feet-vet he was not discouraged. [Cheers.] He felt such injustice could not stand. When he came home he consulted with Messrs. Muirhead, Morrison and others and they gave him every encouragement. Then he said he would go and see Mr. Gibson. He did not know how that gentleman might have taken the reverses the enterprise had met with. Mr. Gibson met him in a noble spirit. He said "My greatest anxiety has been for you and our Miramichi friends who have worked so earnestly for success." Mr. Gibson's sympathies were fully aroused and sympathy and good words were what the promoters of the enterprise wanted. He felt they had the sympathy of Chatham. He found it in Chatham and in all the parishes-in Newcastle as well as elsewhere. A few in Newcastle were not in sympathy with the Company, but the people of Newcastle were and they did not approve of the injustice worked upon the Company. [applause]. Well, Mr. Gibson asked what was best to be done? He had already contributed \$30,000 towards the rails tent of \$60,000 to make up for the loss of Dominion Subsidy provided the same was done in Miramichi. He Mr. Snowball felt that he could not raise quite that, and after talking the matter over Mr.

Gibson said if \$30,000 could be raised

here to go ahead and the enterprise

should not be longer delayed. A number

of friends had come forward with aid, to

the extent of about \$10,000 and \$20,000

was wanted from Chatham. If Chatham

would give that much the railway could

go on; if not it must fall through.

Would Chatham, then, come to the front?

[cheers and cries of "yes"!] He understood that a memorial had been signed by a large number of ratepayers guaranteeing a bonus of \$20,000 to the Company, and if this meeting agreed to give the bonus, passing a resolution to that effect, he would leave at once, that night, for Ottawa, and place the whole matter fairly before the Minister of Railways and Government. He did not believe that Sir Charles Tupper would, when he understood the facts, be a party to the injustice under which the Company was now laid, for in all his experience with that gentleman, when he, himself, was a member of Parliament, he had received fair treatment, and the relationships existing between them were always pleasant. He believed that next year or the year would be done to the Company. In the meantime, however, the road must be built, even though the Government should. after encouraging this Company, see fit to go on with the branch as a local rival enterprise. At any rate, the enterprise and pluck of the Company would demonstrate the false character of the representations which had been made concerning it, and would challenge the admiration of friends and foes. No Government-whether particular localities or individuals were in accord with its general policy or not, desired to work injustice upon the people, and he therefore was sanguine of success, but he would say this, that whatever might be the result of his mission to Ottawa the Company would go on, with the aid of Chatham, and build the road, [tremendous applause and by a year from this day, if not before, trains will be running He told him of the Memorial that was from Chatham and the Intercolonial to Blackville, [Great cheering.] Meantime, construction will go on at the Fredericton the whole road will be completed. It was singular that even the few who had worked against the Company in the County had seen fit to take a course so opposed to the best interests of every man in it. The intention was to build as close as possible to the south shore from the Barnaby River crossing to and above the Boom, and to have a bridge at Derby for the accommodation of the trade of that thriving Parish so that, in fact, the road would be nearer to the Bark Factory than if built by the route proposed by the parties in Newcastle. [Applause.] He felt assured from the character and temper of the meeting that Chatham would come to the aid of the Company to the extent required and he would, therefore, say that it would give shops of the road, which Miramichi Derby. [Cheers.] The importance of this feature was not now fully realised for

end of the line, and in some three years along. Mr. Hutchison's reply was-"I ern Railway Company. promoting its interests. people did not appreciate, just yet, the place from a road forming one end of great short line and through route between Province, of which the Miramichi Valley

Muirhead, Alex. Morrison Esq. and him- benefitted very largely thereby. Mr. 975. that the I. C. R. was built at a distance from her, for she would some day have a of another through line. So it would be. Every man who came on the railway to Chatham must get off and stop a longer or shorter time. People and trade would be brought here by the road, work would

greater confidence in the future of Chatham to-night that at any other time in his It had been charged that the Company life. [Great applause and cheers.] After the applause had ceased Wm. A was not in law and had put up its \$20,000 Hickson, Esq., after briefly referring to the remarks of Messrs. Snowball and | 000; S. S. Leopard with 10,000.

be increased by it and that meant employ-

ment for the people and he, therefore, had

Tweedie, moved the following,-Whereas-In the opinion of this meeting it is highly desirable, in the interests of the town of Chatham and the lower Parishes of the County of Northumberland, that the eastern portion of the tine of Railway proposed to be built by the Northern and Western Railway Company, and which it is authorised by law to build, should be contructed on the South side of the Southwest Mir michi river, commencing at Chatham Junction and crossing at McLaggan's in the Parish of

Whereas-It is equally desirable, in the interests of the County, that the building of said Road should be commenced as speedily as possible—and
Whereas—The immediate construction of the eastern portion has been prevented by the action of the Dominion Government in withdrawing the subsidy of \$102,400 granted in 1883 for said Coming of said Road from Chatham Junction that the town of Chatham should assist said Company by offering a benus of \$20,000 for that portion of

Therefore Resolved that the said town of Chat nam de give to the said Northern and Western Railway Company a bonus of \$20,000 for the con-Junction to McLaggan's mills—and Further Resolved, that this town shall apply at the next session of the Local Legislature of the Province of New Brunswick for authority to issue Debentures for the said sum of \$20,000, redeemable in twenty-five years, and bearing interest at

The resolution was seconded by several gentlemen and being put to the meeting was carried unanimously. T. F. Keary, Esq. then moved as fol-

Resolved-That a copy of the above resolutions be forwarded by the Secretary to Alex. Gibson, Esq., President of the Northern and Western

This also was carried unanimously. Mr. Snowball said he felt, as the Managing Director of the Company, in a proud position. It was most gratifying that a dred ratepayers of the Town of Chatham had, without a single dissenting voice, came so nobly to the assistance of the Railway. Armed with this resolution and the memorial already signed by nearly every ratepayer of the Town, he would. go to Ottawa and seek justice for the Company. He had not, before, said what he would now say, as he did not wish to hold out any promise which might not be realised, but he would pledge himself and his fellow directors that in the event of the Dominion Government restoring the Subsidy so unfairly taken away, the Town would not be asked for one shilling and if the debentures should be issued and that subsidy restored at any time every shilling paid to the Company would be refunded and the debentures cancelled [great applause] Chatham had done a noble work and he hoped that it would not have to pay one shilling.

Mr. Snowball was then moved to the chair and the meeting voted its thanks to Councillor Flanagan for the satisfactory manner in which he had discharged the duties of the position. In tendering the thanks of the meeting to Mr. Flanagan, Mr. Snowball referred to the good work done at the Council by that gentleman and Councillor Loggie, when the railway resolutions were before that body. said the action of the majority of the Council on that occasion had done good, inasmuch as it had aroused the whole County and resulted in four-fifths of the ratepayers thereof, petitioning the legislature in favor of the Company. After Councillor Flanagan had duly acknowledged the vote of thanks-Hon. T. F. Gillespie, M. P. P., in re-

sponse to numerous calls, briefly addressed the meeting, expressing pride and pleasure over the vote just given. He said that in August last the Government of which he was a member had made a contract with the Company to build the Miramichi Valley Railway, as laid down in the Acts of Assembly relating to the subject. At the same time that Government had promised to assist in obtaining legislation by which they would be enabled to allow the Company to build by the south side route. That legislation had been obtained, as they all know, and he now had the pleasure of stating that, on Thursday last, an order in Council was passed by which the Company would be authorised and empowered to build from Chatham Junction upwards. The bill authorising Darmstadt. The streets were profusely the Debentures voted by this meeting decorated with flags and were thronged requiring a good vessel. Apply to next winter and in having it passed the of the civil marriage the bride was led to next referred to the benefits the road would confer on the people of the lower as well as those of the upper Parishes. and was loudly cheered when he retired

There were pow calls for Mr. Burchill. Mr. Hutchison, Coun. Loggie, Mr. Smith, Mr. Snowball said while other gentleillustrate the encouragement he had received. Meeting Hon. Richard Hutchison the other day he told him he was about to visit him at Douglastown for the purpose of ascertaining his sentiments, as a large ratepayer of Chatham, in reference to the proposed Town bonus to the Company. being signed and expressed the hope that. although a resident of Newcastle Parish. he would be disposed to help the work will willingly sign the memorial, and I will also give you a thousand dollars towards the work, and if I were not as old a man as I am I would give even more than that," [Cheers and applause.] It was that kind of encouragement and that liberal and sympathising spirit-a spirit blow up the Parliament buildings. which pervaded all the people of the Coupty to a greater or lesser extent-that would carry this great enterprise success. fully through, and sooner or later right the injustice done to the Northern and West-

The meeting now adjourned, after rous ing cheers were given for the Miramichi Valley Railway, Mr. Gibson, Mr. Snowball, Mr. Tweedie, and others engaged in

THE FREEMAN appears to take the ground that it is necessary to misrepresent the ADVANCE in connection with the recent case of the crown against the Sheriff of Gloucester. We persume the Freeman sees a way to promote some peculiar interest of its own by so doing. and does not, therefore hesitate to "bear false witness" against its neighbor.

SERIOUS FALLING OFF .- The total year ending April 30, 1883, was \$1,may connect himself, was induced to the Board, which was composed of Alex. through which they passed to any very take hold of the road, together with Mr. Gibson Esq. President, Alex. Gibson Jr. great extent, but that any place situated ed in April, 1883, were \$202,576, in plot against the Dominion Government.

SIR CHAS. TUPPER has tendered his resignation as a member of Parliament and Minister of Railways. He is to continue in the office of Canadian High Commissioner in England.

Newfoundland.

Our Newfoundland correspondent, rites as follows of the seal fishing-S. S. Aurora has arrived at St. Johns with 28,000 seals; S. S. Neptune, with 41,000; S. S. Falcon, with 10,000; S. S. Ranger, with 15,000; S. S. Hector. with 19,000; S. S. Greenland, with 16,

The S. S. Tiger, owned by Messrs. Walter Grieve &Co. of St. John's and commanded by Capt. Dawe was lost by being crushed in the ice. All of the crew were saved.

The sailing vessels are not doing much. One returned on 10th April with only 150 seals, which will not pay expenses. This vessel reports the remainder of the fleet as not doing anything on account of the ice being so way to the seals.

Our correspondent also says that the cod fishery has been remarkably good this season, as the ice has kept clear of

The winter has not been very severe and the spring has been altogether fine. the snow and ice being all gone, save from the tops of the mountains where it remains the year round.

Will he Explain?

Chatham people are rather interested over the fact that Mr. Davidson, Q. C., M. L. C., sent that telegram to Mr. Mitchell. They wonder what made him do it and, knowing that it was entirely erroneous, expect him to make some explanation concerning it. The telegram was sent at the time Parliament was considering the proposition to withdraw the Dominion Subsidy from the Miramichi end of the Valley Railway. It was read in Parliament by Mr. Mitchell for the purpose of influencing members to vote for said proposition, and was as follows,-

"Best thanks for your noble stand for railway through Derby. Has gained you many friends. I was in Chatham to-day. The selfish grab combination is reprobated even there.

In behalf of the people of Chatham who, we believed, were grossly misrepresented by Mr. Davidson, we called upon him, on 17th ult., to name any one person in Chatham as authority for his telegram. So far he has net done so. and the reason, no doubt, is that he No one will blame any resident of

Newcastle for entertaining such views as may please him respecting the proper route for the Valley Railway, but persons who seek to make their views prevail by malicious attacks on the vested interests of their neighbors, by misrepresentation of well known facts or by stating what they know to be absolutely untrue concerning the views of a whole community, forfeit respect among those to whom their offences are known. Mr. Davidson's public position is one which enables him to do much good or much harm, not only to the interests of the people among whom he lives, but also to those of other parts of the Province. The question presents itself, then, whether, having been guilty of telegraphing what he knew to be untrue to Ottawa for the purpose of working an injustice upon a whole community-is he such a man as ought to be relied upon in his representative capacity Every man acquainted with his offence will, of course, determine the matter for himself and it cannot be a pleasant thing for Mr. Davidson to contemplate the fact that when his interests or prejudices are involved, few men will hereafter place much reliance in any statement he may make.

Royal Marriage.

The marriage of Princess Victoria o took place on Wednesday of last week at ratepayers might rely upon his seeing that | the Palace chapel by her grandmother, the mother of Grand Duke Louis. They were followed by a procession composed Royal guests, Queen Victoria leading, followed by the Prince and Princess Imperial of Germany, the Prince and Princess of Wales, Princess Beatrice, Prince William of Prussia, and Prince Alexander of Bulgaria, the brother of the bridegroom. In the bridal procession the bride and the bridegroom walked between the Princesses of Battenberg. When the bride and bridegroom exchanged rings at the altar a salute of thirty-six guns was fired. Queen Victoria stood during the choral couple. The bride wore the veil of her guests except Queen Victoria attended the banquet in the evening. The only wedded pair. The couple afterward started for Jugenheim amid the plaudits of throngs of people. The streets beautifully illuminated this evening.

A Dynamite Scare.

There has been considerable excitement in Toronto over the discovery of a sup posed plot, on Wednesday 30th ult., to roll of paper was found, by a son of the care-taker, in the ventilator under one the windows, on removing which, two cartridges of dynamite were found Search being made, two similar cartridges were found under the Speaker's apartments. The first had wire and fuse at tached. Opinion in well-informed Toronto circles is that the placing of the cartridges was a practical joke, or for the purpose of increasing the staff of watch-

CHICAGO, May 1.—The representative of the Associated Press this morning had an interview with the President of the Etna Powder Works, the brand of whose company was on the four dynamite cartridges found in the Government building at Toronto. He exhibited facsimile of the cartridges discovered which are of the size ordinarly used in blasting and for blowing out tree stumps. They are mercantable in every State of the Union and also in the Dominion, and can be found in nearly every hardware store. They require cap or battery for their explosion, and could not have created the damage that might have been supposed even had they been exploded. An official of the 762,420; for the year ending April 30, company stated that the fact that the name 1884, it amounts to \$738,648, a falling of the company was on the cartridges was GENERAL BUSINESS.

## STARTLING DEVELOPEMENTS!

## LATEST CONSPIRACY

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Come and see our NEW STOCK of

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