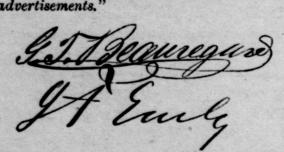
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Notice of Sale.

To Benjamin Shepherd of Chatham, in the County of Northumberland Ship Carpenter, and to Annie Shepherd his wife, and to all others whom it OTICE is hereby given that by virtue of a ture of Mcrtgage bearing date, the TWENTY-FOURTH day of AUGUST, in the year of our SEVENTY FIVE, an made between the said Ben amin Shepherd of Chatham, in the County of rthumberland Ship Carpenter and Annie Shepherd his wife of the one part, and Jabez B. Snow-ball of the same place, Merchant, of the other part. which mortgage was duly recorded in the Records ONE THOUSAND EIGHT HUNDRED AND SEVENTY-FIVE in Volume fifty-six (6) of the County Records pages 611, 612 and 613, and is numbered 443 in said Volume, and which Indenture of Mortgage has been by the said Jabez B. Brown of Chatham aforesaid, Clerk, for the conteration therein named, There will in pursuance of the said Power of Sale, and for the purpose of satisfying the monies secured by the said Indenture of Mortgage, default having been made in ayment thereof, be sold by PUBLIC AUCTION on FRIDAY, the SEVENTH DAY OF MARCH next, in Front of the Post Office, Chatham, in said County, at three o'clock in the afternoon, the Lands and Premises in the Indenture of Mortgage mentioned and described as follows,-"All that piece or parcel of Land, situate, lying and being in the Parish of Chatham, in the County aforesaid bounded as follows, Commencing at Southeast angle of Saint Andrews Church b ing ground, thence Northerly along the East and twenty-five feet to a road lately laid out th seventy feet, thence Southerly on a line para with the easterly side of the said burrying grou two hundred and seventy-five feet, thence erly seventy-five feet or to the south-east ang of the said burying ground, being the place of beginning, and on which the said Benjamin Shepherd at present resides, together with all and singular the buildings and improvements



the said premises belonging or appertaining.

Dated, the twenty-second day of Jan'y A.D.1884

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Advertisements are placed under classified head son, are inserted at five cents per line nonpareil, (or sixty cents per inch) for 1st insertion, and two cents per line (or twenty cents per inch) for each rate of \$6.75 an inch per year. The matte' in space secured by the year, or season, may co

changed under arrangement made therefor with the Publisher. The " MIRAMICHI ADVANCE" having its large circ pation distributed principally in the Counties of Ken-Northumberland, Gloucester and Restigouche (New Brunswick), and in Bonaventure and Gaspe (Quebec), among communities engaged in Lumbering Fishing and Agricultural pursuits, offers superior nducements to advertisers.

Address Editor ' Miramichi Advance," Chatham N. B.

Miramichi Advance.

- - FEBRUARY 28, 1884. A Need of Awakening in the Mari-

time Provinces. The Pacific Railway Resolutions have been carried in the House of Commons at Ottawa by a vote of 137 against 62—a majority of 75. It is a very discouraging thing to those who assisted in bringing about Confederation to find the Dominion so soon in the grasp of a gigantic railway monopoly. The Maritime Provinces should rise to the duty which their interests, as portions of the 10.000 | Contederacy, seems to force upon | them. It is an established fact that 25,000 the older Provinces are being levied upon in a yearly increasing ratio for 6,850 the organization and development of 2,250 the new ones in the west. To use comprehensive and appropriate ex-Application for rates to Clubs should be made pression "everything is going west-

> New Brunswick and Nova Scotia went into Confederation a little over sixteen years ago under a tariff of fifteen per cent., and with the assurance from the sponsors of the scheme that there would be no material increase of that tariff for, at least twenty-five years. The contributions of the Maritime Provinces to the Federal treasury were mainly the bases on which the subsidies allowed to those Provinces from the Dominion were estimated. There can be no doubt that if the Provinces named had been required to contribute to the tariff revenue of the Dominion in 1867 double the amounts they did contribute at that time, the subsidies allowed to them would have been about double what they were placed

at. How is it, then, that so many of our public men. led by Sir Leonard Tilley and Sir Charles Tupper, have assisted in doubling our taxation, in order that Provinces thousands of us may be built up, while these men make no demand for just compensation in the way of needed subsidy increase for the support of one or two years. He showed the absurour impoverished provincial public dity of Mr. Foster's calculations and pre-

It is all very well to have appeals made to our patriotism and our national aspirations; it sounds well. no doubt, in our ears, to be assured did not make any dividends. Even now that we are part of a country practiwith the brightest auguries for the future and that we are rivalling our republican neighbors, south of us, in settling our broad prairies and pany was equal to a grant of nearly \$400opening up the world's future granaries. But are there not considerations | two countries. If Mr. Foster had conof far greater importance to us as a people? What of ourselves? Did we enter Confederation solely in order building up Provinces in the heart of the continent and beyond the the Canadian Pacific company, neither St. Rocky Mountains? Were we not reciprocal advantages by intimately linking our destinies with those of open up that country without even being the western Provinces? If we enhave secured, what are they? Every intelligent man in New Brunswick | terests of their province. is humiliated to think that the Prov ince has been duped and practically sold out. We were induced to part with our larger powers and privileges as an independent Province of the Empire, with a constitution and system of Government under which we were prosperous and able to develop our great resources. What are we COURTH day of AUGUST, in the year of our low! I lactically, of a Province, cramped in our legis-Practically, only a Province lative powers, shorn of the privilege of raising revenue for our legitimate TEENTH SEPTEMBER in the year of our Lord for the paltry subsidy we receive, while our Federal masters have repaid us for being misled by them, by doubling the burden of taxation we consented to as a condition of our casting in our lot with the Dominion.

One of the most humiliating features of the situation is the manifest indifference of our leading representatives in the dominant party at Ottawa to the just claims of the Maritime Provinces to consideration in connection with the, so-called, ereon, and the priveleges and appurtenances to would New Brunswick become the their new and almost hostile attitude. centre of Dominion manufacturing They, however, only represent the industries-not only were we to have feeling of the majority with whom wooden-ware factories, which would people's duty not so much to consider supply all the upper Provinces-but | why or how they have been induced our sea ports were to be crowded to abandon us, as to arrive at some with tornage engaged in conveying conclusion as to the means to be em-Canada's exports to all quarters of ployed to secure the justice for the globe and freighted inwards with Province which is so rudely witheld, ourselves produce, for distribution of the vital points of the situation, from Cape Breton to our farthest while we engage in fighting over dead freighting, trading, fishing or any other business western possessions. After sixteen issues galvanized into life under old HUGH MARQUIS, owner. years of Confederation what is the party names which are meaningless.

keeping faith with us in tois most the demands of the Canada Pacific Railway monopoly, Sir Leonard Tilley, as Finance Minister, breaks his pledges to his fellow-New Brunswickers by compelling them to pay double the tariff taxation they consented to for the first twenty-five vears of Confederation. We are called upon to be patriotic and bleed freely in the interest of this great Railway, and as Parliament was about to vote the millions demanded by the Company a New Brunswicker -Mr. Chas. W. Weldon, Q. C., M. P. sought a fulfillment of Confederation pledges. The press report says,—

[Parliamentary proceedings, Feb'y 22, 1884.] Mr. Weldon then rose and said tha during the Confederation campaign it was promised that the ports of the Maritim Provinces should be made the outlets for the whole trade of Canada. St. John, 1 was alleged, was to be the Liverpool o America. The Government professed to be anxious to secure an all rail route of Canadian territory and, if so, provision should be made that the winter port of he Pacific Railway should be on our ow erritory, before they were granted thi enormous amount of money. The Pacific Railway Company should give assurances that they would bring their trade to Canadian port. The facilities of St. John as a shipping port were well known, and st. Andrews was also well adapted for an Atlantic terminus. It was the duty o he Government to maintain the interestof our maritime ports in this matter. He moved an amendment, seconded by Mr. King, to the effect that none of the dvances proposed to be made to the Pacific Railway Company should be used in acquiring railways or railway securities. with a view of securing an Ocean terminus in the United States.

Hon. Mr. Mitchell characterized th mendment as of a sectional character, whereas the question should be viewed from a broad Canadian stand-point. He iefended the selection of Portland, Maine, as the winter port and said Mr. Weldon did not represent the opinions of the peoele of the Maritime Provinces. Nature reated ports, and trade would find its way to those most suitable. It was the merchants and shippers of the country and not alone the Railway Company had a voice in saying where the outlets of our commerce should be. It was unjust t attach embarrassing conditions to th proposed loan to the Canadian Pacific Company. The amendment, if adopted would perhaps prevent the carrying out of this great enterprise. The people of he Maritime Provinces were satisfied to vait and see business of their ports Mr. King, in seconding the amendment,

poke at length. In reply to Mr. Mitchsimply stipulated that until the loan was repaid, the C. P. R. Company should not undertake to devote their money to securing an Atlantic terminus not on Canadian territory. He had no hesitation in saying that if there was any question upon which the people of the Maritime Provinces agreed, it was that Confederation had been an utter failure. There was no necessity for taking \$7 per head from the people of the Dominion to complete the Pacific Railway by 1886. The Parliament of Canada never raised expectations of the people at home or abroad that the railway should be completed in 1886. It has been stated by the member for Kings that the completion of the railway by 1886 was necessary to promote immigration, but the hasty construction of the railway and large expenditures of public money would do much to frighten immigrants off. Several years had been spent in construct. ing the Intercolonial Railway, and it was conceded that more benefit had been derived from the building of that road by the counties through which it passed, than dictions with respect to the results of the granting of \$30,000,000 loan. If the railway became the property of the Govern ment it would be run in the interest of the Northwest and the people of that country would see that the Government it was proposed that the greater portion of the Northwest traffic would be forwardcally boundless in area and pregnant | ed by the Hudson Bay route. The entire bank circulation of the Dominion was only \$30,000,000, which was just the sum the Government proposed to donate to the Pacific syndicate. The grant which the Dominion proposed to make to this com-000,000 by the Government of the United States, considering the population of the sulted his county and asked the peopl there if they were willing to vote \$200, 000 as their share of the subsidy to enable the Canadian Pacific Company to complete their road in 1886, instead of 1891 that we might assist so largely in he would have found them pretty unani mous in opposition to any such proposal. John, Halifax, nor any other port in the Maritime Provinces had much to hope for. The people of New Brunswick had not such an interest in the Northwest that

> they should be asked pay \$7,000,000 to the Pacific Railway. The Conservative members from New Brunswick had now a chance to show their devotion to the in-Mr. Daly, of Halifax, would oppose the amendment because it was intended embarrass the government and railway

Mr. Burpee, of Sunbury, said it was just and necessary that the Atlantic terminus of the Pacific Railway should be in the people of those Provinces when they entered Confederation had not been real He thought the utterances of Mr. Minister of Railways. If it was true that trade would go always by the shortest route, why had the Intercolonial Railway, 700 miles long, been built, when a road 425 miles long would have served the purpose equally as well? The member for Northumberland had even been engaged in negotiating the purchase of property for purposes and dependent upon Ottawa | the Atlantic terminus of the Pacific Railway, in Portland, but he hoped the Government would take measures to secure this advantage to one of the Mariti ne Province

party vote-yeas 43, navs 104. Our people can readily realise how the Parish of Derby. much our old Confederation champions and the other portion of the Government's majority at Ottawa national work—the Pacific Railway. how changed is his attitude, as well We have not forgotten how Messrs. as that of Sir Leonard Tilley towards Tilley, Mitchell and other advocates New Brunswick! Potent causes of Confederation impressed upon the have, no doubt, operated in presenting paper mills and starch factories and they are associated, and it is our

reach. We should important matter? Largely to meet | Toryism and Liberalism and more It cannot be that we are powerless to secure just consideration at Ottawa because a few of our leading politicians have found new interests in the west which outweigh their duty to those who have long trusted them. We want presentatives imbued with the spirit that actuated such men as Tillev and Mitchell before Ottawa allurements captivated them-the spirit of lovalty to New Brunswick of which our old-time champions seem now to have grown ashamed. Un-

til our people cease to be cajoled by those who advocate false issues as claims upon New Brunswick constituencies, and so long as the people elect candidates for Parliament who are so mean-spirited that they cannot rise above the position of bartering their support for a Governnent's patronage to their County. while their Province is being plun-Jered, just so long will New Brunswick remain in its present humiliating posicion-just so long will its people be "hewers of wood and drawers of water" for the Western portions of the Dominion.

Referring to the absolute desertion of their Province in the interest of the Pacific Railway Company by the New Brunswick supporters of the Ministry, the Ottawa correspondent of the Tele-

The Tory members from New Brunswick and the other Maritime Provinces are whining to-day, because, as they say, Mr. Weldon took advantage of them last night and forced them to show their patriotism by declaring in favor of Portland as the Atlantic terminus of the Pacitic Railway, in preference to St. John, Halifax, or any other Canadian port, The interests of party were, with them, superior to those of their Province. Hon. Mr. Mitchell spoke on behalf of the Pacific Railway Company, when he said that the natural advantages of Portland were superior to those of St. John or Halitax, and that his company would have to fix the eastern terminus of their road there. This statement has not been disclaimed by the Government. Mr. Mitchell was candid enough to tell the truth, while Sir Charles Tupper has been endeavoring to throw dust in the eyes of h's statement, he said the amendment | the people of the Maritime Provinces by swered. talking vaguely about St. John, Halifax,

St. Andrews and Louisbourg. And the Telegraph says editorially-We have hoped against hope in this matter of the A lantic terminus. One lisappointment has followed another: but we have refused to believe that the repreentatives of our province, who have influence with the Government, could be so ost to all sense of patriotism; so false to every duty to their constituents, as to sanction by their votes a violation of the last unbroken pledge, on the faith of which this province accepted Confederation. One after another the pleasing oledges have been broken: this last one emained, but it has gone like the others, and New Brunswick, though in the Confederation by virtue of the law and the serve that copies were to be sent to the taxes, is out of it in fact. Close the book! There is nothing more to read in But let the man who has betrayed face this constituency again, if he

What will the people do in this emergency? We and our children after us are saddled with this monstrous railway debt. Of our hard earnings we shall have to contribute towards the purchase money wherewith Quebec was brought to assent to this last Tory infamy. What shall we receive in return? Nothing, and less than nothing. Deceived by empty promises, betrayed by the man she has trusted. plundered in the interests of a foreign city, St. John, and the province with her. have nothing to hope for out of their unfortunate union with Canada. What will the people do ?-

Miramichi Valley Railway Notes.

Land Surveyor Freeze and his "com petent Assistant" had reached a point near Bartholomew river-Wm. McLaggan's field-on Tuesday of last week with their Railway surveying operations in behalf of Mr. Call and his associate obstructionists. It, therefere, appears that Mr. Freeze had really not made the survey on which he reported so If Mr. Mitchell expressed the policy of favorably to the Municipal Council more than a month ago.

assuring his friends up the river that if The new Act, while it provides for the the Valley Railway starts from Chatham Junction it will be diverted to Grand ports would be made the ocean terminus of Lake and they will never even "see plete and stringent licensing measure the smoke of its locomotives." Mr. and, in that respect, is correct in prinintentions as to route. He knows Mr. toxicating liquors within the County of Valley to Boiestown and thence to and down the Nashwaak Valley to Freder- The Commissioners give fair warning. the Maritime Provinces. The hopes of icton. A man who knows this—as Mr. In the Counties of Gloucester and Res-Swim really does-and will lend him-Mitchell required explanation from the "Grand Lake" canvass ought not to be prove much more satisfactory than in trusted in any matter in which truth | Northumberland. and fair dealing are required.

We are credibly informed that Mr. James Wilson, who owns the property known as Wilson's Point, is soliciting signatures to a petition addressed to the Dominion Government, asking that the Dominion subsidy be witheld from the Valley Railway, unless it shall con-The amendment was lost on a straight nect with the Intercolonial at the, so called. Wilson's Point crossing, or

Government under the Subsidy Act and

champions of Confederation towards | the substance is receding from our bristling with the most palpable misstatements. - Here is a sample. -"When the Miramichi Valley Railway

Company was first formed there was no question as to which side of the South West Miramichi River the line should run, from the Intercolonial to Blackville. It was not until 1882 that any one seriously thought of the Railway being located the Southern side, and then, as we have stated, an attempt was made, in the Local Legislature, to alter the terms in which the Northern and Western Railway was described in the Subsidy Act, by adding the words, "or in the Parish of Nelafter the description of the line as "commencing at a point on the Intercolonial Railway in the Parish of Derby." This attempt, howover, failed, and from that time until the Dominion Subsidy of \$3200 per mile had been secured by the efforts of Messrs. P. Mitchell and R. R. Call, nothing much was heard of the scheme of building the Railway on the Southern side of the South West Mirami-

Now the very Act under which the Miramichi Valley Railway Company was first formed, (as the Advocate puts it) authorises said company to construct ence, not daring to nominate a well Chatham, passing through the Counties | we will make an exception in favour of of Northumberland and York to Fredericton, with necessary branches, etc.

If "Com" had taken the trouble to under which a company to build road could be organized—he would find that there is no mention made of the North side of the river in it. At the also, there was a subsidy act-(passed in 1874) providing \$5,000 a mile for the Valley Railway to run as follows :-

"From the City of Fredericton or the Cabinet whom he pleases. Hayes Parish of St. Mary's, in the County of York, passing through the Counties of York and Northumberland to some point on the Intercolonial Railway, either in the Parish of Nelson or the Parish of Derby, in the County of Northumberland.'

In view of the above facts bearing upon the utter falsehood of the state ment we have quoted it seems like wasting space to follow such a writer further. We may remark, however. that his statement concerning Mr. Max well's survey on the south side is as un truthful as his misrepresentations of the Statute provisions we have quoted Mr. Maxwell surveyed several lines and the one selected by the Company is that which runs between the high way and river from a point not far above Barnaby River to and past the Boom House. At the properstime and in the proper place, however, all the miserable little canvasses and misstatements of the obstructionists will be an-

The Advocate contains a "cooked" report of a meeting held by Mr. Adams, M. P. P., in the Allain School House, Neguac, on Saturday night. The report intimates that the meeting was a regular and orderly one when, in point of fact, Mr. Adams was laughed at and prevented from making a speech by those present singing and otherwise interrupting him when he would attempt to speak. The resolutions said to have been passed at such a meeting cannot have much weight anywhere. We ob-ADVANCE, but they have not yet arriv-A gentleman from Alnwick expresses the belief that Mr. Adams invented the resolutions after being denied a hearing at the "meeting."

The New Liquor Act.

The new Dominion Act relating to and neglect. the prohibition and sale of spirituous liquors is now in force and the Commissioners for Northumberland, Gloucester and Restigouche are organized, and Inspectors have been appointed to enforce it. The Commissioners for the Northumberland District, who are aware that the Scott Act has been inoperative. issue, in this number of the ADVANCE. warning to all concerned, so that there may be no misunderstandings in reference to liability should the Chief Inspector discover violations of the law. It is to be hoped that there will be no necessity for prosecutions, for, as the Commissioners rightly intimate. no matter what people may think of a law --whether favorably or otherwise-it should be obeyed. Our own opinion of the Scott Act is very unfavorable, and Mr. Robert Swim, of Doaktown, is would like to see it altogether repealed. ious Scott Act. is also, of itself, a com-As the matter now stands, however, the man or woman who sells in-Northumberland does so in defiance of established law and, if detected, must expect to suffer the penalty prescribed. tigotiche the license system will be in operation and the law will, therefore,

We and Our Neighbours.

WHEREIN WE DIFFER. As "ex-N. B." does not seem to any better acquainted with the politiinstitutions of the United States than with those of Canada, "Lovalist' does not wish to have any more controversy with him, but (as a final letter on his part) would state some of the principal differences between ours and a Republican form of Government for We, now and then, hear of "the two the benefit of those who may not have led astray by the same flighty fallacies pretty clearly that there cannot that have deluded "ex-N. B.". Railways built. There is but one Com- ion upholds them. They may have pany provided for by the Statutes of only been in power six weeks, when if their measures do not receive the sancng the Railway. Mr. Gibson and his | tion of a majority of the representatives, associates form that company. They they must give way to others, and as have made a contract with the Local there is about 10 months between each session of Parliament, that is as long as people the great idea that not only these ord-time political idols to us in that is the only contract that can be en- they could remain in power unsupporttered into. When Mr. Call and his ed by public opinion that, in the meanassociates pretend that they have any time, may have changed on account of build a Railway in the Miramichi Val- | The Premier must choose his Cabinet from either the upper or lower House; what they know to be untrue. If they and if from the latter, although he may attempted to enter upon any person's have just been returned, he must go land or premises for the purpose of back to his constituency and see if they building a railway they could be prose- approve of him as a Minister or wish cuted and punished for trespass; and him merely as a private member. Each they are even now under penalties by member of the Cabinet has a seat in the virtue of an order of the Supreme Court | Commons or Senate and must there exforbidding them to act as the Railway plain the policy and the measures of Company they try to make a certain his particular Department. If, how-

and uncertainty as to what the national or local policy is to be and are from that quadrennial political cyclone that regularly sweeps over the republic and for a year before unsettles the country, keeps business and the stock market fluctuating and instils into everyone a feeling of apprehension as to whether there will be a Democratic of Republican President with all the changes consequent.

As to the Governor - General being sent out here to govern us ;-as there are so few matters he has any voice and he has to walk so carefully for fear he will overstep the bounds, and weigh every word he utters;-it would be nearer the truth to say he is sent out here that we may govern him.

So much for us : now for our neighbours.-By an intricate method they select for Presidential candidate some man, generally of secondary prominknown politician of long career (though

the popular voice, but a clumsy con- traffic once established in a groove is very trivance called an Electoral College, is difficult to be drawn from it and placed what really elects him, and this does not always re-echo the popular vote for in two cases (Lincoln's first election and Hayes's) the popular vote was against them. As each State, big and little, has the same number of electoral voters, it will be seen how very unrepresentative this institution is. The President may choose for

wanted A. T. Stewart, of New York, a man who took no part in public affairs, to be Secretary of the Treasury. A law prevented this unless he withdrew from business, but if he had wanted Stewart to take any other portfolio, he could have had him, though unpopular was a mild term to apply to A. T. Stewart. As none of the Cabinet have seats either House they are under no necessity of explaining their measures either and never do it. But, than this, the President and his Cabinet can stay in for four years, and unless they do something worthy of impeachment, nothing can put them out, though they should inaugurate the most unpopular policy. A few years ago both Houses of Congress were Democratic and the President Republican. We wonder which represented the people then ?- the President or Congress? We also wonder when the American people elected Arthur to be their President for nearly four years. These are a few of the differences between us, but they are enough to show that if "Ex-N. B." had an aching desire to live under Representative Institutions, he should have stayed in Canada." We are told that the United States cares for the welfare of every part. Then why don't they care little for that "frozen foundling" of theirs, called Alaska. They have had it I5 years and it is in a most deplorable condition as to schools and Government-in a much worse condition than when Russia owned it, so Americans themselves say. If there were only another

hands protesting against their misrule Newcastle, Feb'y 23.

United States to foment rebellion there

under the guise of philanthropy, the

neighbouring Republic might find they

had an Ireland on their own

[Monetary Times, Toronto.] Why this Hot Haste in C. P. R.

Construction ? Public opinion, timorous and unsteady, approaches the impending C. P. R. loan in The parliamentary advocates simultate the forensic fervor which finds its appropriate arena elsewhere : and the parliamentary critics weaken their case by an additional amount will be impracticdetails, and passing lightly over the few discussion turn. The neglected points are: the alleged necessity of haste in carrying construction to completion, and proved itself to be a commercial underwe believe the people of the County | the true nature of the connection between | taking, and will pay its way from the | Every Monday, Wednesday and company. The first of these it is our

Is the Government pushing the Canadian Pacific Railway Company to comwhich the parliamentary discussion on the proposed loan gives rise, and it is one which ought to receive a specific answer. The Minister of Railways, without saying so in direct terms, implies that this pressure is being exerted. On a point of so great importance it may be well to quote his words as given in the official report of "The Canadian Pacific Railway Com-

pany," the Minister of Railways said, "have property which, if realized at its fair value, is abundant to complete their contract, without any assistance from any person. Having an enterprise on hand that has established itself beyond controversy as an enterprise based on a sound commercial foundation, they are in a position to say that, with anything like a fair they possess, they do not require assistfurther spoke of this sum as "a temporary advance in order to quickly complete this that the Company had "a legitimate right to ask for that assistance, in order to en the time allowed in the contract.

if the Company had taken the full time

the government had to decide. The trary, sever their eastern Canadian con Government would assume a grave respin- nections; to open up accounts in St. Paul. sibility-a responsibility which it could Chicago and New York. The barrier of not avoid—in deciding either one way or Custom houses will prevent such a the other. The decision was in favor of change. accelerated construction and a loan of \$22,- Some reasons why the Construction and a loan of \$22,-500,000. The reasons for so grave a deci- desire such rapidity of construction have sion, involving so serious a responsibility been given. The saving of interest on to the country, Parliament had a right to the capital stock during construction has ask and receive. The full information been put down at \$2,500,000 a year. A which the country had a right to expect large saving in steel rails, in the past, has not been volunteered; it does not steel rails having been exceptionally cheap, seem to have been asked for in any direct has been mentioned. But looking at the and positive way. Parliament is not contract, as the Company looked at it, as fully informed on this essential point. a commercial undertaking, that is the Sir Charles Tupper has spoken, in a gen- Company's, not Canada's affair. eral way, about the advantages which the public will receive from the completed railway. But he has not enumerated these advantages; much less has he undertaken to prove that they would more than | tion of the railway exists. outweigh the hazards that attach to this loan. The only specific statement made by far from showing that the early complethe Minister of Railways, on this point, was in these words: "It is well known that the Northern Pacific Railway, by making a great effort have completed their line of by rapid construction and early compleconnection running from Lake Superior to tion; but no one has shown that they Grant). He is supposed to be elected by the Pac fic Ocean. It is well known that upon another line; and we regard it. the light of experience and probability, therefore, as the first consideration in the undeniably serious.

interests of the country-looking at this as a great transcontinental line of railway -that at the earliest possible moment there should be a line of communication for travel and traffic extending across the Continent on Canadian territory, and en-\$22,500,000. According to Sir Charles | La., will give all information. upper, the Canadian Government is nxious to prevent transcontinental traffic getting accustomed to run in the groove of the Northern Pacific Railway. That railway will have some three years' start of the Canadian Pacific, during which time traffic connections would be firmly established. At the end of three years, the Canadian Pacific will have to fight for a share of that traffic scarcely less energetically than it would have to fight for tat the end of eight years. Whether the effort be made at the one date or th other, the means of success will be th ame-competition in rates and fares-and all experience shows that the lines which cut lowest, other things being equal, carry off the prize. It makes very little difference when rates and fares are lowered: the result is invariably the same. This hap pens every day on old established lines where traffic has been running during the life-time of a generation. At the end of two years from the present time, the Canadian Pacfiic Railway will be able to draw through traffic from the Northern Pacific road only by offering to take it on terms more advantageous to shippers; at the end of five years more, the same talisman could be made to effect the ssme

On the evidence furnished by Sir Charles would justify the loan, has been made out. Nevertheless Parliament will vote the loan by force of the compact majority which stands at the back of the Govern ment. Parliament is told, and the country is told, that this loan of the public credit to a private company involves no risk. That is an old plea. It has more than once before been urged in connection with aid to Canadian Railways; and it has always been belied by the event. Sir Charles Tupper protests vehemently his belief that, by the year 1891, the a mood of semi-resignation, alternating Company will be able to repay the Gov. with the ill-defined dread dominating a ernment thirty millions of dollars. We man who feels that he is being hurried to regret to say that we cannot take so sanguine a view of the prospect. The \$35, 000,000 of unguaranteed stock is not likely to find a sale. With \$65,000,000 of stock already on the market, the sale of dwelling on an infinity of unimportant able. Lands are not now being sold at the rate of a million acres a year, and on what will be sold prior to 1891, large bal-

> We are now told that the road has sented to Parliament. From this appeal to Parliament the country will learn the lesson that a company of contractors, professedly standing on a commercial basis, has not eliminated the political element. in which the Canadian Pacific Railway was conceived; and that partnerships between the Government and a private company are not the happy combinations they were, three years ago, proclaimed to

If the early completion of the road be a

national necessity—as was asserted by Mr. Ives, whose speech Sir Charles Tupper pronounced unanswerable-when did the necessity arise, and of what does it consist? No such necessity could have existed three years ago, when the Government entered into the contract with the company, which did not require the work to be completed till the year 1891. If there be now a national necessity to have realization of the value of the property When did it arise? This question surely deserves an answer? And what are the band our force of 9,000 men now operating | verted pyramids of argument are built near Lake Superior. We can draw in our upon this assmued necessity. Mr. Ives expenditure and by the 1st May, 1891, we says it is very important to open up, at shall be able to sell land enough to pro- the earliest period, a direct trade with vide all the needed revenue for operating | China and Japan, where he complacently assumes we can successfully meet the completing our contract; but if you want | world's competition with our cotton goods. "There is no question," says Mr. 1885, we ask you not to give us an addi- Ives, so confident is he, "that a large tional dollar, but to advance to us as the trade, in cotton goods especially, may be work proceeds, the amount of \$22,500,000 | done in China and Japan, by our mer for that purpose," Sir Charles Tuppers chants and manufacturers when they have equal facilities with the merchants and manufacturers of other countries." If our great national work." He also argued cotton manufacturers could successfully meet the world's competition anywhere, sure the completion of this great work | Canada. But does Mr. Ives really believe

within two years." Here the necessity that they could hold our market against for the loan is made to turn entirely upon | English competition, if the duties on cotthe accelerated speed in pushing the work | ton goods were abolished; for such abolito completion, anticipating by five years, tion would equalize the conditions of the competition? Mr. Ives says that rapid We are thus given to understand that construction will prevent our immigrants being kidnapped, and that we are prestipulated in the contract for completing | venting the trade of the North West bethe work it could have accomplished its coming the prey of the foreigner. Immiundertaking by the means already at its grants will make the choice of country disposal. With this alternative before which, on the whole, they believe to be the Government, the question to be re- best for themselves, and the course class of simple people believe they are. ever, a Government retains the confi- solved was whether this loan should be trade cannot be controlled by a railway dence of the country, they may hold granted, or whether the terms of the which will not remain without competi- and Barn on the premises "Com" is out again in this week's power indefinitely and thus the coun- original contract, in respect of time should tors. Winnipeg merchants cannot, what-Chatham, N B disposition of these New Brunswick | We are grappling with shadows, while | Advocate with a Valley Railway article | try is not subjected to a needless alarm be adhered to. That was the question ever Mr. Ives may assume to the con-

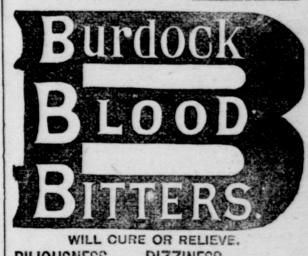
On these grounds, Mr. Ives claims to have presed, what it was incumbent on and illusions in which Mr. Ives dealt, are tion of the road will bring advantages loan. Some advantages would be gained would be equal to the responsibility which the country assumes for this lean. Minimize the hazard as we may, it is still, in

For Charity.—Gentle Charity's Sake

While winter cold rules everything, it is almost like a ray of summer sunshine of the incalculable heap of good (never to abled to draw to its support all that travel be known by mortal ken on this earth) and all that traffic which could possibly that is done daily and hourly in the city be drawn to it from our own country, and of New Orleans, La., by the far-famed the country which lies to the south of us." Charity Hospital maintained by the Span-The main object of the loan, according to | iard, the French, the American, the Conthis statement, is to provide an easy | federate State, and now more active in its means of transcontinental competition mission of good than ever, sustained by with the Northern Pacific Railway. The the royal bonus of \$1,000,000 paid for its Canadian Pacific Railway Company will franchises by The Louisiana State Lottery, be deeply interested in that railway: Can. | the next (the 166th) Monthly Drawing of ada has no such direct interest in it as | which will occur on March 11, 1884, and would justify the granting of this loan of of which M. A. Dauphin, at New Orleans,

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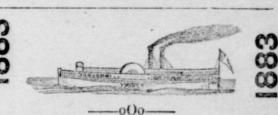
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NOTICE

one month from this date, and all persons i debted to the said estate, are hereby required to make MARY ANN THOMSON, JAMES M THOMSON. Executors.

Chatham, February 6th, 1884.



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