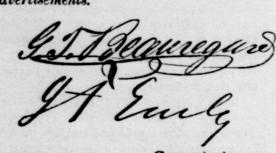
Louisiana State Lottery Company

" 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 them selves, 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 far similes of our signatures attached, in its advertisements.



Incorporated in 1868 for 25 years by the Legis lature for Educational and Charitable purposeswith a Capital of \$1 000,000-to which a reserv fund of over \$550,000 has since been ad led By an overwhelming popular vote its franchise was made a part of the present State Constitution adopted December 2d A. D. 1879. The only Lottery ever voted on and endorsed by the

It never scales or postpones Its Grand Single Number Drawings take p'ace month y. MIN A FORTUNE. THIRD GRAND DRAWING, CLASS C. AT NEW ORLEANS, TUESDAY, MARCH II, 1884-166th CAPITAL PRIZE, \$75,000 100.000 Tickets at Five Dollars Fach. Fractions, in Fifths in proportion.

1	CAPITA	L PRIZE	\$75,000
1	do.	do	25,000
1	do.	do	10.000
2	PRIZES	OF \$6000	12.0 (
5	do.	2000	Io.00
10	do.	1000	
20	do.	500	10.000
100	do.	200	20 0 0
300	do.	100	
500	do.	50	
1000	do.	25	

Application for rates to Clubs should be made only to the Office of the Company in New Orleans. For further information write clearly, giving full address. Make P. O. Money Orders payable and address Registered Le ters to New Orleans National Bank, 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. New Orleans, La or M. A. Dauphin. 607 Sev enth St., Washington, D. C. JUST RECEIVED:

New Cretonnes, Cretonne Fringes I have received my New SPRING STOCK of Cretonnes and Fringes to match. (The New Bordered CRETONNE Double Width) THE NEW SATEEN CRETONNE.

Beautiful Patterns, and Very Cheap. ET B. FAIREY, - - NEWCASTLE.

Tenders for Bridge

TENDERS will be received by the Subscriber up to Noon on SATURDAY, 16TH FEB'Y NEXT. For the Repairing of the Bidge over Napan River, near the 'chool House, Middle District, according to the Plan and Specification, to be seen Contractors must furnish Two Good Sureties for the faithful performance of the work. Napan, 30th Jan'y, 1884.

SALE.

Previous to Stock Taking (1st MARCH) We are ALL GOODS AT REDUCTIONS OF

From 10 to 25 Per Cent A FEW VERY HANDSOME

COAL VASES.

-AND BALANCE OF-

Children's Sleighs AT COST. **GEO. STOTHART.** MIRAMICHI

LIVERY STABLE.

Castle Street. - - Newcastle

TEAMS FURNISHED FOR DRIVES, PARTIES,

EXCURSIONS. FISHING TRIPS, ETC

JOHN MORRISSY, . . . Proprietor.

Notice of Sale.

To Benjamin Shepherd of Chatham, in the County of Northumberland Ship Corpenter, and to An-mie Shepherd his wife, and to all others whom it NOTICE is hereby given that by virtue of a Power of Sale contained in a certain Indenture of Mcrigage bearing date, the TWENTY-Lord ONE THOUSAND EIGHT HUNDRED and SEVENTY-FIVE, an made between the said Ben jamin Shepherd of Chatham, in the County of Northumberland 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 of the County of Nor humberland on the EIGH-TEENTH SEPTEMBER in the year of our Lord ONE THOUSAND FIGHT 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 sail Jabez B. Snowball assigned to me the undersigned Andrew Brown of Chatham aforesa d Clerk, for the consideration 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, detault having been made in payment thereot, 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 afore said bounded as follows, Commencing at the Southeast angle of Saint Andrews Church burying ground, thence Northerly along the Easterly side of the said busying ground two hundred and twenty-five feet to a road lately laid out thir ty feet wide, thence Easterly along the said road seventy feet, thence Southerly on a line parallel with the easterly side of the said burrying ground two hundred and seventy-five feet, thence Westerly secenty-five feet or to the south-east angle 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 thereon, and the priveleges and appurtenances to the said premises belonging or appertaining.

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



ANDREW BROWN.

THE Subscriber offers and fast sailing "CLAYMORE." SCHOONER of 52 tons burden, built at Miramichi in 1872. She is well found in every particular and adapted for freighting, trading, fishing or any other business requiring a good vessel Apply to

BUSINESS NOTICE.

The "MIRAMICH ADVANCE" is published at Chatnam, Miramichi, N. B. every Taurspay morning in time for despatch by the earliest mails of It is sent to any address in Canada, the Unite tates or Great Britain (Postage prepaid by the Pubisher) at the following rates :-After 6 months, - - \$2.00. I paid in advance. . . \$1.00 Advertisements are placed under classified bead

Advertisements, other than yearly or by the sen, are inserted at five cents per line nonpareit, (e xty cents per inch) for 1st insertion, and we ents per line (or twenty cents per inch) for each Yearly, or season, advertisements are taken at the ite of \$6.75 an inch per year. The matt a space secured by the year, or season, may to langed under arrangement made therefor with

The "MIRAMICHI ADVANCE" having its large of tion distributed principally in the Counties of Ke corthumberland, Glouce ter and Kestigotiche (N. v. runswick), and in Bourventure and Gaste (4) ec), among communities engaged in Lumber ishing and Agricultural pursuits, offers super ducements to advertisers. Addres-Editor ' Miram chi Astvance," Chatham N. &

Miramichi Adraner

- · FEB U RY 14.

PARLIAMENT at Ottawa is chiefly engaged in discussing the furthe concessions to the Pacific Railway Company. Very little other busy ness will be done until the Company get what they demand.

Summer-Coursing in the Guf and Northumberland Straits.

The Gulf of St. Lawrence an

Northumberland Straits are gener ally becoming better known as sum mer cruising-ground for yachtsmen ramblers and sportsmen, and amon, the most interesting articles we have yet seen on the subject is an illustra ted one from the pen of S. G. W Benjamin, in the February number of The Century Magazine, entitle "The Cruise of the Alice May." The writer, anxious to see and judge of the chosen cruising ground for himself, had a suitable schooner chartered through a friend at Cha lottetown, and "here," he says, "as "the very outset we encountered one of the most common annovances which a punctual man and a Yan kee are forced to endure in the "Maritime Provinces. Punctuality "or appreciation of the value of time is scarcely understood there." other words, the party who had agreed to furnish the schooner was not up to time and the charterer had to go about the Island looking for one. If Mr. Benjamin were to seek further experiences in the same line anywhere on the North Shore or P. E. I., he would find his assertion that our people do not appreciate punctuality, or the value of time, verified. But this is a drawback that can be guarded against to a great extent and it does not seem to have been an un mixed evil in connection with "The Cruise of the Alice May," for the writer admits that it afforded him opportunity to see much that was charming of P. E. Island. After referring incidentally to the

material interests of the Island, the difficulties of winter navigation across the Straits, the land system, etc., Mr. Benjamin gets at his schooner, the Alice May, of Miminegash, a coaster of fifty-six tons, 59 ft. long, 16 ft, beam, and drawing, when in good ballast trim, seven feet of water aft. She had no forecastle, but an after cabin fitted up for four men. This was arranged for the crew, while the hold was fitted up with deals and boards, affording a "saloon" 18 ft. long and the full width of the vessel. in which suitable bunks, table, lockers etc. were provided, while a cylindrical stove occupied the upper end. Captain Welch, an old shipmaster. was engaged to sail the vessel, a Frenchman, named John, was mate, while Bill, who liked his grog and not much attempt at discipline on these was "every inch a sailor," represented the whole crew. Alluding to the The captain gives the orders in an easy importance of the cook on such cruise, and the difficulties of obtain- which would procure them a broken head ing a man of the necessary qualifications, the writer says,-

"We had made up our minds that it would be difficult to find a cook in Char I tetown combin ng such exalte i qualifi a tions, who would be willing to go for such a brief cruise, an I were pr par d to take up almost any one that offere!. But we were not prepared to meet such a gang shiftless, shuffling, vacillating, prevaricating, self complacent, exorbitant and utterly good-for-nothing variets as those who applied for the position, or whom we discovered after chasing through the lanes, sailors' boarding houses and preleius of

Charlottetown. They were obliged to sail from Charlottetown without a cook, having telegraphed to St. John for one to be sent to them at Point du Chene. As they went on to Summerside the watches and commissariat were organized, Mr. Benjamin and his companions taking their turns on deck as well as at the cooking. The party consisted of four"in the main saloon. The junior member, a youth of 16. nicknamed the Infant. Pendennis, the tallest of the party was called the Cherub and the third, be sides the writer, was Burns, who was already familiar with sea life. Ham and eggs and tea and plain boiled eggs were in favor and "the cook, for the time being was expected to get his wages in chaff. Before reaching Point du Chene the schooner wa run aground, but as it was within a foot of high water she was kedged off, assisted by her sails, favored with a cock, not finding them there on his writer was evidently enraptured. arrival, had proceeded by steamer to

ing S. E. b. S. wind the Alice May at the same time, building up enermade for Miramichi, made Escumin- gies which are wasted by close appliac Light in the middle watch but cation to business during the rest of could not run in in such weather the year. without a pilot, so hove to in a "trememdous sea." At daylight a pilot came on board. The writer says,-"It was a long but delight us beat up

iver winding, and closed in with lovely wer langing chilis, crested with verture which lestroad the caves that honey ab the rocks. Pictur sque farms on is slopes, surrounded by natural govepine and spruce, and fi nermen's huts nd boot under the chiffs, gave life to hat is really an erchanting stram. Trutty miles from the sea, we at last one ed as Chatham, the wind blowing violent squals, which terminated in a omenous thunder storm attended by ratic goom. When the clouds cleared way, the glow of the setting sun thuminthe wet roots and shipping of this bus ing little place with wonderful splendor. atham, as well as New a-tie, farth r p on the opposite bank, was once a great ap-building port. This business has it it ; but a great lumb r trade has pruig up instead, which brings profit to he neighborhood, while it is rapidly striping the noble primeval woods of New branswick. Upward of three hundre quare rigged vessels arrive there during be summer for lumber, chiefly for the reign market. The appearance of the own is therefore very animated, with its atts of logs, its stagings and saw-mulnd wharves lined with arge vessels two three abreast. In 1881 the feet of lumer brought down the south-west boon the Miranichi reached 140,000,000 At or, ht-time, the river front of the town s lurid with the vivid flames of refuse wood burning in brick-ined furnaces long the river. Another large business tere is the salmon fishery. Chatham is in the railroad, and the fish, packed in e, are sent directly to the United States. S x car-loads have been forwarded from as place alone in one day. The time for atching the fish is from May 1st to August 15th. Every farmer by the rive spreads his own nets in the water oppos e his land, and owns a dug-out to land the fish. During the winter large numpers of smelts and bass are also caught brough the ice, and sent by rail to our

July 12th we filled our water-casks. and, in company with a flet of Swedish and Norwegian lumber-laden backs, startdown the river. The beauty of the hores induced us to land where a ging of labourers was engaged in cutting out aill-stones, which are an important source of profit at Miramichi. They were work in a romantic spot under a cliff. and the click of their mailets rang musi ally with the splashing of the dashing carrent. A little farther on, our boat glided into a farry-like cove. A farmer was just returning from his nets with some very fine salmon. If we were like some tis ermen, we might say we caught dimon ourselves on this river. But truth compels the more prosaic statement that al the salmon we caught on the Miramihi we bought from this farmer. He a ked us to climb the cliff to his house. which we found superbly situated on the brow of a noble lawn, terminating at the river in a precipice. The chubby, flixennaired children, barenea led and bare ooted, gathered round to stare at us, with their hands uneasily c asped behind them, as we sat in the "best room." The ven rable grandmother brought us a large ing tull of tresh milk in her shaking hand. While dr nking it, we could see the upper ails of lumber fleet above the cliff as hey glided close by the land. It reminddine of many a similar and familiar cene on the Bosphorus. I could not but marvel that some of our people in search of summer resorts, who are willing to go to the River St. Lawrence, do not build or hire houses for the summer on this charming spot, the air being delightful. he scenery exceptionally attractive, salon and trout abundant, and the cost of aving moderate. "It would do us a great deal of good, sir, if some of your folks in the States who have money would but come here and buy our lands and provisions," remarked the old grandmother, with a twinkle in her gray eyes,

as we bid her good-bye. With a leading wind, we sailed down the tortuous channel of the Miramichi and crossed the bar, with a rosy light of evening flushing the sails of the lumber fleet. One of them we left behind. Sie grounded in the channel at high water, and probably had to throw over part of her cargo. We headed now for the Bay of Chaleurs. The weather being five, the taking their meals on deck, which they id after this whenever the weather permitted. It was an interesting sight to watch them clustered around the dishes. which were placed on the after part of the trank. The captain had a separate seat at the head of this unique table, where he presided with patriarchal digfrom his own varied experience. There is down-east coasters, but the crew are controiled by a sort of family arrangement. tasinon, and the men sometimes give suggestions regarding the working of the ship

if attempted on a square-rigged vessel. . The low shore of New Brunswick was on the port beam, and numerous fishing boats were out. As we passed near one of them, laden with lobsters, we bailed her crew in French. and threw them ten cents fixed in the split end of a stick. In return they hurled a shower of lobsters on board, which came so fast on deck that we were forced to duck our heads below the rail to avoid being hit by the ugly monsters. We thus obtained many more lobsters than we could possibly eat. Never have I seen lobsters cheaper or fresher than these.

At noon of July 12th, we passed the octagonal light-house on the low, sandy point at the northern end of Shipping in sland, and were fairly in the Boy of Chaleurs. Twenty miles across loomed the lofty northern shores of the bay, beautiful ranges of mountains with jagged peaks melting dreamily into the thunderous clouds brooding ominously in the north. The southern shores of the bay are much lower and less interesting, and offer only one safe harbor, Bathurst; and that is exposed to northerly gales. Caraquette is only good for light-draught fish ng eraft. The glass was now falling, and he baffling winds indicated a blow by might time. The Bay of Chaleurs is n nety miles long, and is a dangerous neet of water in easterly winds. But it is free from shoals, and has a good bottom excepting near the southern entrance, uff there is good holding ground every where near to the northern coast. The amous Restigouche River, coming from he garges of Gaspe county, empties into the bay at its western end, near Dalhou sie. A number of other streams, such as the Charlot, the Bass, and Tete a Ganche. also find an outlet here. They abound in ters this region important for sportsmen, who are already beginning to fleck thither turing the summer, The bay has also een a noted resort of American fisher-

men on account of its mackerel. The article, which is to be continued in the March number of the shifted wind. They waited at Point Century, closes with very pleasant du Chene a day or two because the notes on Paspebiac, with which the

Mr. Benjamin's cruise and his Charlottetown. When he returned, notes thereon show how much real however, he made up for keeping life and enjoyment may be taken out them waiting. He must have been of a summer vacation by persons of a gem in his way, for his employer even moderate means. A schooner the following Advocate paragraph:says of him, - From that day till of the Alice May's size may be had the hour we landed again in Charlat almost any time at Chatham, or lottetown, Henry Richards proved other points on the North Shore, himself a capital cook, provided with where there are also competent men no end of inventive culinary re- available to sail them, and the wonsources; he was indefatigable in der is that gentlemen, from both Gregory, and numerons other Grits that

employers. Happy the ship that health-giving sports, do not club to- vance of Mr. Temple to have everything as we have above outlined it. But, sails with such a cook and happy the gether for the purpose of cruising our diners who batten on his beefsteak waters and enjoying the splendid and onions, hash, roly-poly and tea. facilities which our coasts and rivers From Point du Chene, with a stav- afford for fishing and shooting, and,

The Valley Ranway.

When facts are in the way of the defunct railway combination at Newcastle he Miramichi River that day. After it is like Stephenson's locomotive and eaving the broad entrance, we found the the "coo," so much the worse for the 'coo." Respecting the distance from Chatham Junction to Derby, or Milleron, the Advocate quotes the figures we gave on 31st nit, and says .-

"Now let us examine the e distances. From Chatham Junction to Derby siding s given as three miles in the time table of the I C. R The Advance sas it is two. O e m le astray there, although in that paper's favor. Derby siding to rear of Derby 6 miles, but on the other side where bog and wildernes abound, it is my 31 mies. Will the Advance explii how it is possible to start from Chathan Junction, which is 21 miles tack of the over, and reach a point opposite Derby on the back of the river in such a way as to make the distance shorter by almost one half than it is on the other side where the starting point is on the bank of the over, having a considerable gain to start with. The truth is, on the Northern said the distance would not exceed five miles, while the distance on the southern side must as a matter of course be greater owing to the starting point-Chatham June tion-being tul y 21 miles away from the river. This bunging of distances is due to the cup dity rather than to the stupidi y of the Adrance, although it is at liber. ty to choose either horn of the dilemma. The above is a fair specimen of the arguments employed by the defunct rail way combination. The Advocate should examine surveys and maps for itself and not be so often imposed upon by its designing friends. Its well known reputa

tion for editorial weakness and general

nsipidity is due to the fact that it is

either unable or forbidden to state facts which may expose the fallacies and misrepresentations of its interested "friends," who so confidentially smile among themselves over the fact tha they were obliged to start another paper t, make up for the Advocate's want of backbone and influence. If the Advocate people can obtain the permission of the august directorate of the Eel Ground and Crocker's Lake combination, let is cast its timid eves upon a correct rail way map of the Miramichi, and it wil observe that after the Intercolonial crosses the Southwest branch it trends anwards and crosses Burnaby River at a distance of only a few miles from its mouth. This would indicate to any person permitted to think for himsely and possessing a knowledge of the locality, that as the general course of Barnaby River is upward, considered in its relationship with the Miramichi, the Intercolonial must run in the same direction. As a matter of fact the 25 miles "back of the river" -- as the Advocate puts it -means about 2 miles upriver towards Derby. Whatever the Advocate may be instructed to say on the point the actual survey shows the measured distance from Chatham June

crossing to be less than 31 miles. As to the Railway Time Table giving the distance from the Junction to Derby "Siding" as 3 miles, we may remark that it is so much the better for our argument, although, as those famihar with the subject know, fractions of miles are not given in time tables and the distance from the Junction to the "Siding" is considerably less than the time table states.

tion to Barnaby River at the highway

The Advocate takes the liberty of asserting that no bridge will be built at Derby. Of course, that paper and those who inspire it know nothing crew began this evening the habit of about the matter. We have the best authority for saying that if the Company is not prevented by its dogin-the-manger opponents in Newcastle from building the Railway, the bridge at Derby will be built. The trouble is that the leaders in the crusade against mity, entertaining the crew with yarns the Company are determined that there shall be neither railway nor bridge so long as they can prevent the County from having them by inciting a lot of unthinking people to assist in their opposition. Those who inspire the Advocate think that a steamer with a fat subsidy is about the correct thing and good enough for the up-river traffic and that is, in reality, the motive be hind the advocacy of the North Shore route. The defunct Company, under the guidance of its subsidised "Presi dent," stood like a block in the way of Mr. Gibson in 1875; from that time up to 1883 it did nothing but make a surchiefly among the friends of the southern route by "passing round the hat;" after the survey was made and asked of the \$3 000 a mile subsidy, save enough for 80 miles, absorbed by other and more enterprising companies last by the transaction. summer. Now, when a Company composed of earnest and enterprising capitalists have stepped in and secured the contract, with the intention of going on with the work, the same concern continues its obstructive policy. Mr. "President" and his satelites are flattering themselves with the hope that they may prevent the Company from securing the legislation required until some flake brings about a change of Government, when good-bye may be said to fine trout and salmon-a fact which ren- the prospects of the road. Then, Mr. "President" will have another steamboat subsidy and be able to swell around with his boom and other ininnctions, to bull-dose the material

> nterests and industries of the country. start another paper in opposition to the Advocate, laugh at the up-river people who are short-sighted enough to now lend him their influence and who will. perhaps, have their eves opened when The loyalty of the Ho! Ho! Company to the County is illustrated by \$3,200. - This is the amount per mile granted by the Dominion Government in and of a portion of the Valley Line. York's new representative, Mr. Temple, will, we doubt not, be able to secure a subidy for the balance, on condition of course that it runs just where Mr. Gibson. and Mr. Snowball and Mr. Blair, and Mr.

it is too late.

ready for him when he arrives. Ho! ho

The people of Northumberland should

not fall to analyse the above. It shows the desperation of Messrs. Call, Adams. Park and associates over having been prevented from further trifling in the railway matter. Knowing the Com pany is determined to build the railway and to build it as originally pro jected and according to their charterwith its terminus on the south side of the Miramichi-these gentlemen, feel in; that they have, as a matter of pressing necessity to the success of the work been swept aside, now attempt to make use of party politics to prevent the O tawa Government from granting the Dominion subsidy to the country at all It seems that Mr. Muirhead, Mr. Alex. Morrison, Mr. Tweedie, Mr. Sadler, Mr. G. A. Blair, Mr. Keary and other Directors and stockholders of the Northern and Western Railway Company are very good L beral-Conservatives and friends of the Dominion Government so long as they assist in carrying out the designs of the Newcastle chansho have bled their party to death and aken good care to secure the political oaves and fishes, but because these Chatham Conservatives have associated themselves with a few prominent Liberals for the purpose of building a railway of great importance to the Province and indispensable to York and North umberland, they are to have the party machine turned against them. These unpatriotic Newcastle gentlemen virtus ally say, "We, in Newcastle, (and they are vain enough to imagine they are the whole of Newcastle) cannot titled to no less. have the railway, and we are determined that Chatham shall not; we know the Company has the contract and will build the road if they are allowed to do so, but we will prevent them, if possible; we know they are entitled to the Dominion subsidy, but we will misrepresent them as a Grit organization and thereby prejudice the Government against them, so that they cannot get ; they can be prevented for seven ears from going on with the work and by that time there will be a change of Government in Fredericton and Mr. 'President" will get a fat steamboat subsidy instead of the County receiving | Council he would sooner have his errors the benefit of the Railway subsidy;

Mr. "President" must rule or ruin the County. Those who desire to see the Miramichi Valley Railway constructed and are, at the same time, still assisting Messrs. Call, Adams and Park against the Nortnern and Western Company do not, perhaps, fully realise what their efforts, if successful, will bring about. We say, in all seriousness, that the man who assists the gentleman named in their present crusade against the Company is an enemy to Northumberland and striving against her present and inture well-being. We state and chal-

1. That the Company of which Mr. Gibson is President has a duly executel contract with the Government for he construction of the road.

2. That it is the only Company in existence that, for seven years, can have such contract. 3. That the contract is made under the Company's Act of Incorporation.

the Subsidy Act of 1882 and any legislation that may be had hereafter in reference to the Valley Railway. 4. That, having caused a thorough survey of the proposed routes on both side of the Miramichi between Bartholomew river and the Intercolonial to be made, the Company has decided t, build by the south side, and that, in

n case, can they be induced to build

by the north-side route and make the

inc ion with the Intercolonial between the Miramichi Railway bridges. 5. That in the event of not securing the legislation necessary (that is, the restoration to the Subsidy Act of the provision for a junction with the Intercolonial in the Parish of Nelson) the Company will not build the road at all. 6. That if the people of the up-river Parishes, whose interests are to be promoted even more by the south than ne north side route, choose to assis Messrs. Call & Co., in their efforts to hwart the Company in obtaining the legislation they require, they will be virtually, taking the ground that they

would rather not see the road built at Every man should judge for himself in this matter upon the facts as we

The steel rails purchased in England vey, the cost of which it gathered by the Northern and Western Railway Company are to be shipped in May next. They were bought so advantait went empty-handed to Fredericton geously that the Company has been offered an advance of \$5,000 on the for a contract which it took care not to purchase-price by a Company now con be in a position to receive; it let a sub- structing a Provincial road. If the sidy of \$5,000 a mile slip through its Valley Railway Company is not enabled fingers, and it stood idly by and saw all by the Legislature to go on with their road next spring they will, of course, sell their rails and make a good thing

It would be well for those who are

assisting the Newcastle enemies of the Valley Railway to study the course of Subsidy legislation in New Brunswick. and to consider "whither we are tend ing" in such matters. The Facility Act. under which the Western Extension, or line from St. John to the Maine line was constructed, gave that road \$10,000 per mile. It also received, from the Province, a bonus of-we think-\$300. 000. Next, was the Act under which the N. B. or Riviere du Loup road was built, by which 10,000 acres of land per mile was given. Following this was the Act of 1874 which provided a subsidy of \$5,000 per mile for the Mirami chi Valley, the St. Martins and Upham, the Kent Northern and other roads. Last of all came the Act of 1882, by which the Valley and other roads were provided for by a subsidy of \$3,000 mile. If the present Company is obliged, for want of necessary legislation, to hold their contract for seven years without building the road, their powers will then have ceased and even the subsidy of \$3,000 a mile will not be available. In fact, there will be neither subsidy, contract, company nor legislation for the building of the road. Those who are disposed to obstruct the Company ought to ask themselves what

even should there be a subsidy, there is no prospect that it will be as large as the present one, and, if so, what guarantee is there that Mr. Gibson or the other capitalists now interested in the project will, if alive, not be so disgusted with the conduct of those whose interests they are seeking to serve, that they will leave the undertaking where they found it? Are the obstructionists not endangering a great interest and jeopardising the County's great opportunity? Do our people think that the "Company" that failed to give the County the Railway when there was a subsidy of \$5,000 a mile, will be in any better position seven years hence, with, perhaps, no subsidy at all, than they were during the past eight years when they only succeeded in " passing round the hat" for a survey-collection ! Are they so blind to their own interests that they will prefer to assist such men in the work of further obstruction, instead of doing what they can to secure the immediate commencement of the work, and the expenditure among themselves within the next two or three years of half a milhon dollars If they are not thus blind to their ow interests and incapable of realising the splendid opportunity now offering to promote them, let them rise superior to the petty canvasses and prejudices which the little knot of managers in Newcastle are so assiduously circulating the above very desirable goods. and give the Northern and Western Railway Company the moral support to which they are entitled—the Company ask no more and they are, surely, en-

Councillor Freeze, of Doaktown, does not appear satisfied with the ADVANCE's report of his "speech" at the Municipal Council. Our reporter endeavored to do him justice and we regret that he is not pleased. As he challenges us i the matter, however, we can only say that the ADVANCE made better English and better sense of it that Coun. Freeze did in its oral delivery. His letter in yesterday's Advocate is an evident attemp to secure some kind of advertisement in the ADVANCE, for like Couns. Savoy, McKenzie, Sullivan and others of the "captured" class in the proclaimed than not appear in print at all. Just now, however, we are dealing with Mr. Freeze's principals and employers in the Railway matter, and as he has had the price of his services-or the promise of it-he ought to be satisfied, especially as he was employed at an earlier date than the down-river men. Coun. Sullivan or Coun. Mc-Kenzie could, no doubt. have made a much better speech than Coun. Freeze did had they been employed as soon as

An Echo of the Kent Election.

The charge that Mr. Geo. V. Mclenge the gentlemen named to deny if Inerney, Secretary of the Municipality of Kent had falsified the electoral lists in the bye-election for the Commons last summer, was freely circulated in the southern part of the County, and among those who were most active in giving currency to the damaging statement, was Councillor Lamothe of Welhington. Mr. McInerney having opposed Mr. Landry in the election naturally felt desirous of clearing the matter up, but was obliged to wait until the late meeting of the Council, when after handing in his report as Secretary, he mentioned the current rumor and asked for an investigation of the facts. He produced the Revisors' lists and the lists certified by the Sheriff-the Electoral Register-and laid them before Council, insisting on the appointment of a Committee of investigation. Thereupon, Councillor Lamothe addressed the Council, and vehemently declared that either the Sheriff or the Secretary had falsified the lists.

The Sheriff, in reply, amid the plaudits of the oi polloi, severely castigated the irate Wellington Councillor, who retorted by abusing the spectators, who alternately laughed at, hooted and hissed him. The Warden was obliged to call Mr. Lamothe to order, when he collapsed. Secretary McInerney again asked for an investigation by a dulappointed Committee, which was granted, one Councillor from each Parish being appointed for the purpose. On the following day the Committee submitted a report in which they unanimously declared the lists perfectly correct. It had been whispered that certain Councillors and others were disposed to make the forfeit of the Secretary's office Mr. McInerney's punish. ment for opposing Mr. Landry in the Federal election, but his prompt challenge of the irate Lamothe squelched the little plot that was hatching and so effectively silenced its promoters that Mr. Lamothe did not again address the Council on any subject after he was floored in his harangue on the matter

THE WINTER CARNIVAL at Montreal was a great success. The Thistle Curling Club, St. John, won the second curling prize-a gold medal

With Old Time Regularity.

The 164th Monthly Drawing of the Louisiana State Lottery took place on January 15th. The Commissioners, Gen, ls Early and Beauregard, obtained the following result: Ticket No.31.963 drew the first Capital prize of \$75,000, sold in fifths, costing each \$1; one was sold to a gentleman in New York city another to a newspaper man in Petersburg, Va., the others scattered everywhere as usual. Ticket No. 20,096 drew the 2d prize of \$25,000, sold in fifths also; one in Chicago. Ill., another in Washington, D. C., to a government employee, propably who does not seek pub. licity. Ticket No. 83,176 drew the 3d Capital prize of \$10,000, sold in fifths also; one each held by Henry Munk, No 576 Gratiot ave., and Mr Samuel Levy, wellknown citizens of Detroit, Mich. Nos. 12,144 and 64,253, 3d Capital prizes, drew each \$6,000, sold in fifths; among others to W.M. Lakey of Bell's Grayson Co... Texas, through Merchants and Planters Bank of Sherman, Texas. Many winners seek to conceal the fact af their having drawn a prize. But let every one try for himself on Tuesday, March 11, 1884, when the 166th Grand Monthly Distribution will occur, and of which M.A. Dauphin at New Orleans, La., will fully inform you on ap-

Mr. J. Leist, warehouseman for Laut Bros., Buffulo, N. Y., says he had

GENERAL BUSINESS.



NOTICE -It having come to the knowledge of the subscriber that Pedlars and others are selling the cheapest grades of common Spectacles, and representing them to be as good and in some cases the genuine B. Laurance's Gass s; he would caution persons against purchasing such, as the undersigned is SOLE ACENT for the Northern Counties and no pedlar carries a stock of above superior glassoff. Glasses for far and near sightedness accurately fitted on scient fic principles and satisfaction guaranteed. We have suited nearly two hundred persons during the past eleven months and have testimonials speaking in the highest terms of the comfort afforded by these glasses.

> J. D. B. F. MACKENZIE. "Medical Hall."

Chatham, N. B., Jan. 29th, 1884

Manchester House.

OPENING from Recent Arrivals per S. S. "Istrean" via oston and "Circassian" via Point Levi and I. C. R. R. and in stock

Beavy White Cotton for Shirtings, Grenat French Merino Black and Grenat Broche Dress Goods. Black Silk Broche, Turkey and White Tabling. Ladies' Colored & Black Jersey Cashmere Gloves,

Men's Sangnar Knitted Gloves Waist Lining Black on one side and Printed on Misses Gren-t & Cardnal Cashmere Ribbed Hose Ladies' Col'd and Back Ladies White L Wool Vests L. S. New Foul'e Dres Cloth. New Check Dress Goods. Colored and Back V ve Ribbons. 4 Button Ladies' Li. ht shal Col'd, Kid Gloves, Grolits renowned Black Wate proof Crapes,

St. Croix Grey Cottons, Hochelaga Grey Cotton, Men's Overcoating and Ladies' Ulster Cloth, a very Choice Line of Fancy all Wool Flanuels for Children's Dresses.

W. S. LOGGIE

N. B. Ladies' Mantles made to order in Custom Tailoring Department

OPENED BY THE SUBSCRIBERS:

Seasonable Goods as follows:—Beehive Fingering each 3 and 4 ply, Ladies Cashmere Jersey Gloves Children's Cashmere Jersey Gloves, Ladies' Knitted Wool Shawls, Children's Knitted Wool Normandy Hoods, Ladies' Knitted Wool Promenade Scarts, Ladies' Knitted Jersevs, Black Fur Trimmings each 13, 6 & 10 in., Ladies' Fur Trimmed Mantle Loops, Ladies' Chenille do Ladies' Satin, Plush and Fur Hats and Bonnets Newest Styles; Cashmere and Ottoman Wool Dres

PATTERSON, LOGGIE & CO.

FALL ANNOUNCEMENT. SUTHERLAND & CREAGHAN. WHOLESALE AND RETAIL

Drapers, Silk Mercers, Clothiers, General Cutfitters -DIRECT IMPORTERS OF BRITISH AND FOREIGN DRY COODS,---NEWCASTLE.

We have just received from Great Britain. 73 CASES containing the following goods for our Fall Trade. Dresses Window Curtains. Boots and Shoes, Hosiery.

awls,	Furs &c.,	Yarns.	Gleves,
antles.	Notions,	Grey & white Cottons,	Cloths,
llinery,	Nic Nacs.	Diapers,	Homespuns.
bbons.	Tickings,	Handkerchiefs,	Flannels
apes,	Bedding,	Jewellry,	Cuffs and Collars.
lvets,	Carpets,	Muslins.	Mufflers.
shmere,	Towelling,	Men's Clothing,	Tailor's Trimmings,
ints,	Household Linen,	Boys' Clothing,	Suspenders.
wers,	Blankets,	S' irts.	Silk Handkerchiefs.
athers,	Quilte,	Pants.	Umbrellas,
irts,	Napkins,	Hats and Caps.	Sunshades.
der Clothing,	Damasks,		Committees.
Buyers will find	those goods of the	Highest quality mar	ked low in price to

and terms lower than in St. John or Montreal. NEWCASTLE, 17th Sept. '83.

Holiday Bargains

vercoats, Reefers, Pants and Vests, Fur Cape, Cloth Caps, Knitted Caps, Scarlet Flannels, White

Grey Blankets, Brown Blankets, Ladies' Sacques, Jackets and Ulsters, Fur Tippets, Muffs and Boas, Kid Gloves and Kid Mitts. A Choice Lot of Gentlemen's Silk Pocket Fandkerchiefs. DRESS GOODS IN IMMENSE VARIETY.

Flannels, Grey Flannels Grey Cottons, White Cottons, Printed Cottons, White Blankets,

Out of the above, Splendid, Serviceable CHRISTMAS AND NEW YEAR PRESENTS

BUFFALO AND JAPANESE ROBES. CARPETS, &c, &c.

JUST RECEIVED: 100 CHESTS TEA, (Best Value Yet.)

ALSO: Flour, Meal, Pork, Beans, Tobacco, Sugar, Molasses, &c., &c.

At Lowsst Market Rates.

WILLIAM MURRAY Argyle House. CHATHAM, December 12th, 1883.

GOODSI WE are now showing a Fine Assortment of Goods Suitable for the HOLIDAY SEASON. AMERICAN & SWISS WATCHES in Gold & Silver Cases

HOLIDAY

Gold, Silver & Plated Jewelry of Every Description. The Latest Designs in Electro-Plated Ware. WORK BOXES, WRITING DESKS, JEWEL CASES, LADIES' AND GENTS' DRESSING CASES PHOTOGRAPH & AUT GRAPH ALBUM , VASES, TOILET SETS. CARD CASES,

CIFT CUPS, DOLLS, CLOCKS &C., ME RSCHAUM AND BRIER PIPES, CIGAR AND CIGARETTE HOLDERS, CIGAR CASES, AND A COMPLETE STOCK OF SMOKERS REQUISITES .--

Gold and Silver Jewelry made to order by one of the best Jewellers in the Dominion. I. HARRIS & SON. WATER STREET, - - -CHATHAM, N., B.

1883. 1884. **COODS THAT MUST BE SOLD.**

Too late arriving, and they Must be Sold, as I am in want of money.

125 Reefing Jackets. 75 Overcoats.

25 Ulster coats. 15 Fur Trimmed Coats.

200 suits Clothes. 100 doz. Drawers and Linders. 25 doz. Flannel Shirts.

75 assorted Fur Caps, 14 doz. Scotch Caps. 5 doz. Cardigan Jackets. 25 pieces Canadian Tweeds.

100 doz. pairs Boots and Shoes. 30 doz. pairs Felt Over Boots. 5 doz. pairs Larrigans,

20 pieces Fancy Flannels. 50 doz. FANCY WOOL GOODS.

in Clouds, Hoods, Scarfs, Squares, Mufflers, Breakfast Shawls, etc.

80 pairs Blankets. 3 doz. Sleigh Wrappers, 180 lbs. Canadian Yarns.

90 lbs. Scotch Fingering, FURS, in Muffs. Tippets, and Boas. 20 doz. Ladies', Misses', and Children's UNDETCLOTHING, in Suits, Vests, and Drawers.

45 pieces Dress Goods.

100 Shawls and Plaids,

75 Jackets and Ulsters.

150 pieces Grey Cottons

30 pieces Plain Flannels,

50 pieces White Cottons,

20 pieces Ulster Cloths.

50 pieces Scotch Winceys.

20 doz. Dr. Warner's Corsets,

125 pieces Plain and Tancy Prints

300 pieces New Silver Ware,

THE WONDERFUL TEA.

Twenty-Five Cents per Pound.

The above, along with my regular Stock, makes the LARGEST, CHEAPEST and BEST ASSORT-MENT IN MIRAMICHI.

the discharge of his duties, sober Canadian and American cities, hav chatham, NB and faithful to the interests of his ng a taste for fishing and other the forelock, and goes to Ottawa in ad-

3. h. 64