

CAPITAL PRIZE, \$150,000. "We do hereby certify that we supervise the arrangements for all the Monthly and

Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorise the Company to use this certificate, with fac-similes of our signatures attached, in its



Louisiana State Lottery Company Incorporated in 1868 for 25 years by the Legis-ature for Educational and Charitable purposes-with a Capital of \$1,000,000—to which a reserve fund of over \$550,000 has since been added. By an overwhelming popular vote its franchise was made a part of the present State Constitution adopted December 2d A. D. 1879.

Its Grand Single Number Drawings will take place monthly. It never scales or pest-pones. Look at the following Distribution: 169th Grand Monthly Extraordinary Semi-Annual Drawing IN THE ACADEMY OF MUSIC NEW ORLEANS, Tuesday, June 17, 1884. Under the personal supervision and management of Gen. G. T. BEAUREGARD, of Louisiana, and Gen. JUBAL A. EARLY, of Virginia. Capital Prize, \$150,000

Notice Tickets are Ten Dollars only. Halves, \$5. Fifths, \$2. Tenths, \$1. 1 CAPITAL PRIZE OF \$150,000... 2 LARGE PRIZES OF 4 LARGE PRIZES OF Application for rates to Clubs should be made enly 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 Letters 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

100 Cheese, Very Rich

C. M. BOSTWICK & CO. 25 Kegs FRENCH PRUNES. C. M. BOSTWICK & CO. 50 Kegs DRIED APPLES, Sliced, C. M. BOSTWICK & CO. 400 Boxes VALENCIAS, C. M. BOSTWICK & CO. 200 Cases CANNED GOODS. C. M. BOSTWICK & CO.

C. M. BOSTWICK & CO. 300 Bbls. BARLEY and PEAS. C. M. BOSTWICK & CO. 150 Bbls. PORK and BEEF. C. M BOSTWICK & CO., St. Joh

"WHITEWING!"



The Schooner Whitewing, Capt. Joseph Willis The Schooner Whitewing, Capt. Joseph Williston will ply during the summer season of 1884 between Chatham and Bay du Vin and Escuminac and carry passengers and freight.

She will leave Escuminac every Monday, Wed nesday and Friday, and Chatham every Tuesday, Thursday and Saturday—weather permitting.

Passengers will be carried at the rate of fifty cents each way and will be furnished with meals en route as they may order them, no objection being made to the schooner's patrons providing themselves in this respect.

Sugar & Molasses ex Playfair @ Barbadoes.

25 HHDS. BARBADOES SUGAR,

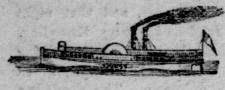
EX I C R . 100 BARRELS GRANULATED SUGAR, 160 do. YELLOW C. SUGAR.

Geo. S. deForest.

John, N. B., 1884.

Notice of Sale.

To Robert A. Williston, of Bay du Vin, in the Parish of Hardwicke, in the County of North-umberland, in the Province of New Brunswick, Farmer, and Mary Williston, his wife, and to all others whom it may concern :-NOTICE is hereby given that by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the Tenth day of September, in the year of Our Lord one thousand eight hundred and seventy-seven, and made between the said Robert A. Williston, of Bay du Vin. in the Parish of Hardwicke, in the County of Northumberland, and Province of Northumberland, and Province of Northumberland. in the Parish of Hardwicke, in the County of Northumberland and Province of New Brunswick, Farmer, and Mary Williston, his wife, of the one part; and the undersigned Edward Gulliver of the same place, Fisherman, of the other part; which mortgage was duly recorded in the Records of the County of Northumberland, on the seventeenth day of June, A. D. 1878, in volume fifty-eight of the County Records, pages 618, 619 and 620 and is numbered 445 in said volume,—There will in pursuance of the said Power of Sale and for the purpose of satisfying the moneys secured by the said Indenture of Mortgage, default having been made in payment thereof, be sold at Public Auction, on Wednesday, the Twenty-seventh day of August next, in front of the Post Office, Chatham, in said County, at twelve o'clock, noon, the lands and premises in said Indenture mentioned and described as follows, namely, "All and singular that certain lot or parcel of land and and described as follows, namely, "All and sin"gular that certain lot or parcel of land and
"premises situate, lying and being on the easterly
"side of Bay du Vin River, in the Parish of Hard"wicke, afordsaid, known as Lot Number One,
"containing one hundred acres more or less, with a
"stone house thereon, formerly occupied by Lu"ther-Williston, late of the said Parish of Hard"wicke, deceased, as the homestead." Together
with all and singular the buildings and improvements thereon and the rights, members privileges,
hereditaments, and appurtenances to the same ments thereon and the rights, members privileges, hereditaments, and appurtenances to the same belonging or in any wise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof, etc., of the said Robert A. Williston and Mary Williston, his premises, and every part thereof.
Dated the 20th day of May, A. D. 1884.
EDWARD GULLIVER, Mortgagee.



L. J. TWEEDIE, Solicitor for Mortgagee

1884

International S. S. Com'v

Summer Arrangement. 3 TRIPS A WEEK.

()N AND AFTER MONDAY, May 5th, and line will make Three Trips a week, leaving St. Every Monday, Wednesday and | end of it all would not be far to seek. Friday Mornings, at 8 o'clock,

for Eastport, Portland and Boston, connecting both ways at Eastport with Steamer 'Charles Houghton" for St. Andrews, Calais and St. Ste-Phen.
Returning, will leave Commercial Wharf, Boston, every Monday, Wednesday and Friday Mornings at 8.30 o'clock, and Portland at 6 o'clock, p.m., for Eastport and St. John. With more frequent trips in June, July, August and September, of which due notice will be Through tickets can be procured at this office and at H. Chubb & Co's, to all points of Canada Quebecers and Ontarians, than their Globe. and the United States.

Who claims for allowance after goods leave United States neighbors. Neither

BUSINESS NOTICE. The "MIRAMICHI ADVANCE" is published at Chatham, Miramichi, N. B., every Thursday merning in time for despatch by the earliest mails of

It s sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Pub-isher) at the following rates:— One year, in advance, -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 ents per line (or twenty cents per inch) for each

rate of \$6.75 an inch per year. The matter n space secured by the year, or season, may be changed under arrangement made therefor with the The "MIRAMICHI ADVANCE" having its large circu ation distributed principally in the Counties of Kent Northumberland, Gloucester and Restigouche (New Brunswick), and in Bonaventure and Gaspe (Quebec), among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers superior nducaments to advertisers.

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

Miramichi Advance.

CHATHAM. - - - JUNE 12, 188

The Independence Question.

The position of Canada, in its relationship to other countries, is being discussed just now by the press, no only of the Dominion itself, but also of the United States and-to a limit ed extent-the Mother Country. The discussion was begun a few Cartwright, who was Minister of Finance in the Mackenzie Government, and whose preference was expressed in favor of independence He, however, touched lightly on the idea of annexation to the United States-which he repudiated-and also on that of our becoming a unit in a grand federation of English speaking peoples—the latter, accord ing to his views, being not yet sufficiently developed question to be practically discussed or considered.

It does not follow, however, that Sir Richard's views should be accept ed as correct, although he is undoubt edly right in assuming that the Dominion's present political status is not by any means a permanency. With in the ast two decades, British North America has passed through most important changes, and it would be a straining of fact, we think, to declare that the people of the Dominion, considered by Provinces, have been drawn any closer together in what is understood as national sentiment, than they were fifteen years ago. Indeed the truth forces itself upon us that there is less of unity of purpose and of aspirations in the direction of a separate Canadian nationality than there was at the time of Confederation. The reason is that our experience as a Dominion has not been reassuring, because of the manner in which our affairs have been administered. Those who believed in the realization of the great possibilities ployed, or having them do only certain which seemed within our grasp in 1867, have lost heart at seeing individualism rather than principle guidng the affairs of the Dominion. The economical aspects of the Confederation scheme have very much changed, bringing distrust and fear where faith and hope were once reposed. Men who, in pre-Confedera-

tion times, were the champions of principle have been swept from their places in the public regard by abandoning nearly everything they were once believed to hold dear, for the sake of office and power. We were promised a broader field for our commerce. Freedom from such an enor mous debt as that which rendered the high United States tariff a necessity was dangled before our eyes as guarantee against high taxation. In less than two decades, however, we have our trade restricted by a tariff which is daily and more firmly fastening upon us monopolies which we shall never be able to shake off, while we have been plunging unchecked into public extravagances of various kinds. The contrast between ourselves and the United States is now against us, for we already owe a public debt greater per head than that country. More than that—we are rapidly increasing our burdens, while

the debt of the United States is be-Such considerations as these are not calculated to deepen our aspirations for an independent nationality. The opening up of the continent westward, also, is constantly acting as a disturber of the centre of influ ence and power and it is not difficult to foresee that nothing would offer a more promising prospect of the disruption of the Dominion than its complete severance from the mother country. There is a feeling of dis satisfaction, for instance, in the Maritime Provinces in reference to their being shut out from their largest natural market—the United States. They feel that their trade is thus crippled in the interests of the larger Provinces. Loyalty to Great Britain and the sentiment which is born of the sense that one is a British subject has much to do with our suffering patiently under these disabilities, but the moment the Dominion becomes an independent power, the golden chord is broken and important sections of the country will recognise their interests and throw to

the winds a national sentiment which

removed, by both territory and sen-

does not present the elements of national unity and strength. The House has had for years. LAW STAMPS. - The Act relating to The "Canadians" would be less to a large majority of our people by the Tuesday, June 10th. sea than the "Americans"-and the Nova Scotians, New Brunswickers and Islanders would seem further

WAY .- Messrs. Scammell Bros. have chartered the S. S. "Hector" to load rails at Barrow for Miramichi. She will carry about 2,000 tons.-St John

common origin, language, commercial | Provincial Secretary, has been issued. Nomination is 21st inst.; election 28th interest and religion had destined and declaration 30th inst.

them for the closest possible relationships, If the federation of the Eng-METHODIST CONFERENCE. -The assembly of the N. B. and P. E. I. conlish speaking peoples, referred to by ference of the Methodist Church will Sir Richard, is not a practical quesconvene at the Centenary Church, St. tien of international politics, had those who are opposed to annexation expected that the union celebration better not, therefore, let the subject which will be marked by features the 25th inst.

The ship-laborers belonging to the Workingmen's Association of Chatham are indulging in a strike, which has been going on since Monday last. The point at issue is the employment of sailors in loading, the Association men objecting thereto. It appears that on now projected. The Sun says .-Monday last the Association men who had been employed with sailors in loading vessels at Mr. Snowball's wharf, refused to continue work. They were, however, willing to continue working on such vessels as were not employing On the platform were Judge Wilkinson.

sailors. Mr. Snowball reasoned with the strikers, who would not, however, disobey the newly made rule of the Society and, thereupon, he decided not to allow them to work at all until they were in a more reasonable frame of mind. A good many of the men, while weeks ago, at Toronto, by Sir Richard | holding that employment of sailors is against the interests of the laborers belonging to the port, admit that the adoption of the new rule-which was done at the meeting of Tuesday, 3rd instant-was injudicious, on account

of Canadian independence alone?

Laborers' Strike.

of the well-known depression the lumber business and the low rates of freight ruling. As a matter of is a free country, it seems strange that shipmasters who, with the merchants. create and maintain the business of the port, should be subject to dictation as to whom they should employ-especialers after the work they have to offer, but it is one of the conditions of business that the employed will, sometimes, combine and acquire the power to enforce their demands-right or wrongor damage not only individual business, but the reputation of the port. In this instance it is clear that the men are going too far. They are receiving from \$2 to \$2.50 per day-more than the average tradesman can command-and they are not willing to allow the shipmaster to utilise his men-the men necessary for the working of his ship

the low rate of freight the market affords. The men ought to have some by. They are, no doubt, aware of the fact that neither the merchant nor the shipowner is to blame for the depression in the lumber trade, and they ought to be disposed to concede something as a matter of fair play. Why did they not make some attempt to arrive at an understanding with the masters and merchants with a view of limiting the number of sailors to be embranches of the work? As it is they have taken the most arbitrary course

open to them and, we fear, will lose much more than they will gain thereby. The merchants and shipmasters generally seem to think they can get along very well with things as they are, although that cannot be, and we hope the way will soon be cleared so that the ill-advised men may resume work.

Blaine For President.

The most noteworthy political event of the past week was the nomination, by the National Republican Convention at Chicago of Hon. James G. Blaine as that party's candidate for the Presidency of the United States. Mr. Blaine, though a native of Pennsylvania, has always been identified, as a public man, with the State of Maine, where he started in public life, some thirty years ago, as editor of the Augusta Journal. subsequently taking charge of the Portland Advertiser. He was elected to the State Legislature in 1859 and continued therein until 1862, when he was sent to Congress and, at once took a foremost Metapedia, as proposed by means of the construcplace among the public men of country. In 1876 he was a candidate for the Presidency, but Hayes-one of the dark horses of the race-captured it. He then entered the Senate and was looked upon as the coming man for the presidency in 1880. He again missed the nomination, which went to Garfield, but he was made one of the Cabinet and became the faithful friend and

advisor of that unfortunate President,

being in consultation with him at the

railway depot in Washington on fatal morning and at the moment when he was assassinated by Guiteau. It will, we think, be readily admitted that Blaine is the most prominent man of his party, and, all things considered, the strongest condidate it could select. His ability is unquestioned. He is not only well versed in general polisense of the term. He is quick in grasping a political situation and determined in executing his plans. His strong individuality has made him many troublesome opponents within his own party, for he has generally been foremost in having a policy in important emergencies and not the last in making use of the forces at his command as one of the Executive. Now that he has secured the Convention's endorsement it is probable that he will be able to concilliate the other Republican leaders to whom his candidacy was objectionable, and who would, no doubt, have preferred Arthur or even some third-rate man. An experienced statesman President of the United States will

a new thing for this generation. There has not been one-at least since the chosen, will have a policy of his own and be less under party and caucus con-

law stamps went into operation on

FOR THE MIRAMICHI VALLEY RAIL.

John on Wednesday next, 18th. It is special interest, will take place about

An Important and Just Claim.

On last Thursday evening a public neeting was held at Campbellton for the ourpose of considering the subject of the proposed Railway bridge to connect the Bay Chaleur and Intercolonial Railways Long before the hour announced for the

ommencement of the meeting crowds gathered in the street, and when the hall was opened it was immediately filled. many persons anxious to gain admittance being compelled to remain in the passage

J. C. Barbarie, M. P. P. and C. H. La-Billois M. P.P. In the course of the evening a letter was read from Robert Moffat. M. P., in which he regretted his inability to be present, but promised to use all his influence to carry out the object of the

Thomas Kerr, the town clerk, read the notice convening the meeting when W.W. Doherty was unanimously elected chair- the matter. man and Richard O'Leary secretary.

J. M'ALISTER said the audience had heard from the notice read what was the object of the meet. ing. The people of Campbellton were anxious that the terminus of the Bay Chaleur railway should be at Campbellton instead of Metapedia. This could be done by the construction of a bridge over the river Restigouche near the present right, and in view of the fact that this station. He need not point out to them what a great benefit such a bridge would be to the place, but further than that it would also in a like manner be of great advantage to the whole of the Maritime Provinces and to the counties of Bonaventure and Gaspe. At the present time it was proposed to build the line from Metaourteen miles of that road would compete with the I. C. R. If the proposed bridge was built this would be obviated, and more than that, all persons going fourteen miles, and all this could be obviated if a bridge was constructed over the river to Campbellton. If this course was adopted the distance to Quebec by the -in making up, in some measure, for Bay Chaleur Railway would not be increased, so it would not operate as a hardship in that way. As Campbellton was the head of navigation, it would be a disposition to do as they would be done great facility to have produce and passen-by. They are no doubt aware of the gers disembark from the cars there inriver at Metapedia, where there was not any local market for the freight or any accommodation for the travellers. The

place where it was proposed to build the bridge had been thoroughly surveyed by a competent engineer, and his opinion was that it would not cost as much to construct as the existing bridge at Metapedia. The foundations of solid rock have only a covering of eighteen inches of mud. Stone for its construction can be obtained near by, and taking all these facts into consideration it was the universal opinion that the bridge would cost much less to build than would a line from Mission Point to Metapedia. On the other hand if the line was built three bridges would have to be constructed on the other side. and the natural obstruction which existed quantity of expensive operations to be teen miles of railway competing with the I. C. R., which would have to be kept in

were done the Bay Chaleur Railway would pay. He felt that the interests of the whole of the Maritime Provinces and especially of Campbellton, as well as of the counties of Bonaventure and Gaspe in the Province of Quebec, demanded that the bridge should be built and the proper line be made to connect with the I. C. R. at Campbellton instead of Metapedia. The best course to adopt so as to get the route changed was to bring the whole matter under the notice of the Dominion Government through their representative so that the whole circumstances might be brought prominently before the members of the Cabinet. With this object in view

Whereas, It is contemplated to build a railway from Paspebiae on the northern side of the Bar Chaleur to connect with the I. C. R. at Metapedia Whereas, Said railway is subsidised by the Do ninion Government; and
Whereas, 1t would be of greater commercial bene Intercolonial Railway at Campbellton instead of tion of a bridge across the Restigouche River, as well as the saving of a large expenditure of public ties to be overcome in building the line from Cross Point to Metapedia, a distance of fourteen miles; Therefore Resolved, That in the opinion of this meeting the proposed Bay Chaleur Railway can be built in a less expensive manner if the junction with the I. C. R. be formed at Campbellton and a bridge built across the Restigouche River to Cross

he moved the following resolution :-

oint, and that the railway, if so built, will be of greater benefit to the Dominic Further Resolved, That a committee of three be ppointed to confer with our Dominicn representative for the purpose of bringing this matter be-fore the notice of the Government in order to get that part of the route from Cross Point to Meta-The resolutions were put and carried unanimously, amid loud cheering.

A committee consisting of J. McAlister,

Wm. Murray and A. Vennor was appoint-

ed to confer with the Dominion represen tative so as to carry out the resolution. WM. MURRAY thought that it would be advisable to strengthen the hands of the Dominion representative and get all the pressure the different bodies which might be able to get the bridge built. With this view in mind he thought that it would be as the local representatives as as to get the local Government to do all in their power, either by granting a subsidy towards the construction of a bridge or otherwise. He moved the following resolution :-

Whereas, It is proposed to build a railway from the I. C. R. at Metapedia to Paspebiac, in the Province of Quebec; and Whereas, By forming the connection of this rail-way with the I. C. R. at Campbellton, by the contruction of a bridge across the Restigouche River, would be of greater commercial benefit to th Maritime Provinces than to have the connection at Metapedia, as proposed; therefore, be it Resolved, That in the opinion of this meeting: committee of three be appointed to confer with the local representatives for the purpose of bringing the matter before the Local Government and obain any aid necessary, by subsidy or otherwise. The resolution was carried unanimously.

J. C. BARBARIE, M. P. P., stated he had much pleasure in being present and addressing an audience for the first time in Campbellton. It was not his intention to make a political speech, but to do his best to secure the construction of the bridge. At the same time he must refer to a communication that had appeared in the Newcastle Advocate last winter. Southern Rebellion. Blaine, if finally in which it was stated he was opposed to this bridge. He could tell the writer of that letter if he was present at the meeting that he had stated what was a delibertiol than any occupant the White ate untruth, and he (Mr. B.) had never said or done anything which could be construed in anyway to bear such a false interpretation. He wished it distinctly understood that he did not represent Dalhousie, but the whole County of Restigouche, and he was at all times prepared to use his influence and give his services so as to benefit any portion of it. His best exertions would be used so as to get the bridge built, and anything he could do to forward that or the interests of Campbellton he should try his best to accomplish. In order to carry out the desired object it would be necessary to approach the Dominion Government and the Gov-

than the road if built to Metapedia. would use all his influence with the Doninion Government—which he was afraid was not much-also with the Local Government and the Government of Quebec. to attain the desired end.

C. H. LABILLOIS. M. P. P. was glad to be present at such a large and influential meeting. He briefly referred to the statement in the Advocate of which C. Barbarie had spoken, and denied that he(Mr. L.) had ever said J. C. Barbarie was opposed to the bridge. He then stated that when the Surveyor deneral was in the county he had taken him over the proposed site of the bridge and had explained it to him. All the members of the county were willing to use their best endeavors to get the bridge built. He was personally well known in Bonaventure and usually spoke at their political meetings there and the people of Campbellton might rest assured that his influence in that county would be actively employed to attain the desired object. at that town, instead of at Metapedia as The people of Bonaventure want the railway at Campbellton, for they want the local market, and if the line went to Metapedia that would be lost. He had been in correspondence with Hon. A. G. Blair and the member for Bonaventure on this very subject and the result of it was that he learned the railway was to be commenced from Metapedia as soon as possible. The company were trying to get leave to begin at the Paspebiac end and he felt sure that something might be done even now to stop work on the Metapedia end and so get the bridge built. whole of the Maritime Province members should use their influence with the Dominion Government towards this end, for the question affected the whole of Provinces. The members in the Local

House should also interest themselves in A. M'KENZIE moved that the secretary correspond with the Mayors and councillors of the townships of Bonaventure and Gaspe to get them to use their influence to get the proposed change made. The bridge could not in any way injure Quebec, but would be of benefit to those two counties. The construction of the railway was a minion question for the subsidy was granted by the Dominion. As the counties of

Bonaventure and Gaspe contained about 45,000 inhabitants he thought the Do- whom is vested minion Government might themselves build the line and bridge so as to open up such thickly populated districts. A large pedia to Paspebiac, and if that was done hardship to these points as they would have more freight to pay.

thought committees should be appointed miles railway travelling, which was a pressure on the Quebec Government to great thing in these days when time was consent to the change. It can be clearly an object. This saving of distance was shown that it will directly benefit Quebec lished in this way : coming from and not injure it. The county of Resti-Bonaventure to Cambpellton, if the bridge gouche had never received a dollar of was not built, passengers would have to subsidy from the Local Legislature for go down to Metapedia, which was four. rail way purposes and he thought that in een miles, and come back to Campbell- all justice if a subsidy was now required ton on the south side, which was another to help forward the construction of the bridge it could not be refused.

was of opinion the New Brunswick Government was the body to approach the Quebec Government.

entirely dissented from this view and said delay was dangerous. The best persons to interview the Quebec Government were stead of fourteen miles further up the the members for Gaspe and Bonaventure. J. M'ALISTER

> agreed with J. C. Barberie, as the first thing was to get the matter put in shape at Quebec. If the Government of that Province found that Bonaventure and Gaspe favored the bridge it would be a great point gained. He thought that Restigouche County had a just claim for a subsidy from the Province of New Brunswick for a railway.

was of a like opinion and pointed out the next meeting of the municipal bodies in Bonaventure and Gaspe took place on the first Monday in July. The member for Gaspe was Minister of Railways in Quebec Government and he was the very man to see. As last year he (Mr. L.) had from the rocks would require a large supported the Local Government in a bill to construct a bridge at Fredericton, the

repair, and he did not believe that if this | pointed out the King Fraser Government would have subsidized the bridge when they were in power. J. McAlister thought the chief thing was to get work on the Metapedia end of

the line suspended, while enquires were A. McKenzie's resolution was then passed unanimously. On motion of Wm. Murray, seconded by A. McKenzie, a committee consisting of J. D. Sowerby, Henry McIntyre and it is probably as nearly so as any building J. P. Mowat was appointed to interview

the Quebec members. Votes of thanks were passed to the local members and Judge Wilkinson for their presence, to Robert Moffat, M. P., for his letter, to the chairman, secretary and press for their assistance.

I. C. R. HEADQUARTERS.

The New General Offices at Moncton. A DESCRIPTION OF THE BUILD ING AND JOINING WORKSHOPS

[Special Correspondence of Daily Telegraph.]

Moneton, July 7.

tension of the European & North American Railway had been opened from St. John to Shediac, but the business was very small when compared with the large raffic of the present time. Then, a few scattering houses around the different station buildings were all that existed of the many thriving villages and towns through which the Intercolonial Railway ter known as " The Bend, " was one of front and the back of the building are the the largest of these places, and from the tower and the portico on the front. The very first it grew more rapidly than the pillars at the side of majority of localities between St. John and Shediac; but it was after the comsome distance to the westward of the town. til the buildings nearly surround the railway grounds, and in a short time the

town, will be in the heart of a city. MONCTON HAS MADE GREAT PROGRESS. since the completion of the railway shops in 1873. While the road was building it had been the depot of supplies, and a hall runs from the main to the rear nearly 500 men were employed in them.

station buildings, instead of being out of

dwellings values never became fictitious. prise in all some 65 acres, there being in- fire without greatly adding to the cost of closed for the workshops a lot of nine the building. The floors, instead of beacres. The round house, which has places ing of ordinary flooring boards supported for 26 engines is a large building. The by beams and joists, are of three inch deals central portion, where the turn-table is cut four inches thick. These strips of located, is not roofed over like similar lumber rest on heavy pitch pine beams, buildings on other portions of the road. which in turn are supported by the brick The largest building on the grounds is the walls. To give additional security from machine shop, which is of brick, 300 feet fire a mixture of mortar and ashes is long and 100 feet wide. It is divided in- laid on top of the heavy floor to a depth to four sections by heavy brick walls. The of two inches. It is claimed for this style offices of the general storekeeper and me- of construction that the progress of a fire chanical superintendent are on the upper would be so slow that it could easily be The United States.

When the Warehouse.

Freight received Tuesday, Thursday and Saturday only, up to 6 o'clock, p. m.

H. W. CHISHOLM, Agent.

Reed's Point Wharf, St. John, N. B.

April 29th, 1884.

April 29th, 1884.

Winted States neighbors. Neither would recognise that a put into shape again. At present there is altogether in native woods, with the local election in Victoria County, and the United States neighbors. Neither would recognise that a connection to the Winter of the local election in Victoria County, and the United States neighbors. Neither would have British connection to the local election in Victoria County, and the local election in Victoria Cou

are ten locomotives or tenders in the shop repairing, but this crowds the place far too much. Adjoining this department is THE MACHINE SHOP.

which is fitted up with all the newest ma. chines for the repairing of the different parts of a car or locomotive, or making anything, little or big, that is needed. Next again is the Blacksmith Shop and Brass Foundry. The Tin and Copperworking Shop and the Store-room for spare pieces adjoin the Wrecking Shop. Separated by a track from the Machine Shop, is the brick Car Shop, in which to be found all the wood working machinery used in building and repairing cars: also the machinery for fitting wheels on axles. This is a very large building also, but not so long as the Machine Shop. There are, besides, two car shops, one building freight cars and the other passengers cars, a portion of the latter being fitted up as a paint shop. There

the men are employed in the buildings The staff at present consists of about 400 men, 300 of whom are mechanics and 100 laborers, the pay roll for the month being in the vicinity of \$10,000. The shops are under the direction of the official mechanical superintendent. Mr. H A. Whitney, and over each department is a foreman, who is directly responsible for the work sent to him.

numerous small buildings in different

parts of the grounds, and used for differ-

ent purposes, but the greater number of

But the workshops are not the sole advantage of the railway to Moncton. Fully as much advantage, if not more, is derived from other employes of the road. There are the yard men and freight handlers. the conductors, brakemen and drivers who make Moncton their home because it. more central than any other point on th line. A very important addition to the population of Moncton are the officers in

THE EXECUTIVE MANAGEMENT

of the railroad. These gentlemen formertrade was done with Halifax and if the ly had their offices in a brick building short distance from the passenger station, known as the "General offices." When the road was first constructed the building was looked upon as even too large, but was found to be very much too small, Whether it would have been replaced by another building is a debatable point had it not been that the premises were entirely destroyed by fire on February 5th, 1882. Since that time the general offices have been distributed about town, some being in one part and some in another. This has been very inconvenient, but pending the erection of the new building no better arrangement could be made. Early in the spring of 1883 a site for a new building was selected and Mr. J. T. C. McKean, o this city, engaged to prepare the necessary plans. After the usual preliminaries the contract for the erection of the structure was let to Messrs. Rhodes & Curry, Amherst, N. S., and they comnenced work with as little delay as possible, subletting the brickwork to Mr. D. A. Duffy, of Moncton. There are few as large o more handsome railway buildings in Can-

THE NEW GENERAL OFFICES BUILDING of the Intercolonial. It is claimed for i that it is ahead of anything of the kind in Canada, completely eclipsing the headquarters of the Grand Trunk and other great railroad corporations. The building covers a ground area of 177x58 feet, and is three stories high, with a tower in th centre about twenty feet above the roof and surmounted by a flag staff. The enundertaken. Again there would be four- Government must now help to construct tire distance from the ground to the top of the flag pole is 115 feet. In external appearance the building is quite imposing, the details of the design harmonizing well with each other and all adding to the general effect of the whole, while in the interior arrangements everything has been done to render the building convenient for those who occupy it and also safe from destruction by fire. Although it is net claimed that it is absolutely fire-proof, can be where wood is used in its con

The site occupied is directly behind the premises of the old structure, as viewed from the railway station. The old building faced the railroad, the new building fronts on Main street. The foundation walls are of freestone, rock faced on the outside and scabbled inside. The coping course of the foundation wall is of finished freestone, while the superstructure of the building is of pressed brick trimmed with stone, six bands of the latter running en-Twenty-five years ago the Eastern Ex. | tirely around the building. The windows are somewhat novel, being divided into two sections by freestone blocks. Each lower window is one sheet of heavy English plate glass, while the upper windows are each composed of a number of small square panes. All the windows, excepting those in the Mansard roof, are of the same general design, the latter being what are technically termed pediment windows. passes. Moncton, or as it was then bet- The only real differences between the

THE MAIN ENTRANCE are of panelled sandstone and very masmencement of the extension of the Inter- sive, surmounted by very handsomely colonial northward and eastward that carved capitals. The Canadian coat of that could possibly be obtained to bear on Moncton came to assume importance as a arms, cut in stone, is placed directly town. When it was decided to locate the over the main entrance. Above this there railway works here the town began a new is more carving in a plain design. The tics, but is a statesman in the higher well to appoint a committee to confer with advance, and owners of real estate at once main entrance doors, although of walnut put up the price of lots. The works were | beautifully made, appear small when conbnilt, and while at the time they were trasted with the size of the building, and completely dwarfed by the massive portisubstantial dwellings and places of busi- co. The door in the rear is in the centre ness have gradually filled up the gap un- of the building, directly opposite the main entrance, and is even more diminutive than that on the front side. A sandstone block, containing the words "General I. C. R. offices," has been inserted in the outer wall. THE INTERIOR ARRANGEMENTS

of the building are excellent. A wide large number of men who handled the trance, while crossing it at right angles supplies had to be provided with homes. and running the entire length of the This gave an impetus to building opera- building is a corridor. The staircase comtions, and when the shops were opened | mences directly at the front entrance and runs up to the roof. The entrances to Fully two-thirds of these were married the offices are from the corridors, from men, rendering still more houses neces- which they are separated by brick parsary, and they were put up. Notwith- tition walls. A different style of constanding the demand for both lots and struction has been adopted in this building from what is usual in similar struc-The railway yards and buildings com- tures, which insures greater security from

exception of the floors, which are of pitch tree-planting. In Canada we ought to pine neatly polished, and portions of the move energetically in the same direction. window and door frames, which are of We must not wait until our forests have walnut. The doors and frames and win- reached the state in which the lumbermen dow frames are fine specimens of work- of the American Far West have and manship, also the wainscoting around the their's. We may learn much from the rooms and in the corridors. Several vari- dilemma in which our neighbors, through eties of woods have been used for the their own recklessness, now find them wainscoting to suit the tastes of the tlemen who will occupy the rooms. The predominant wood is ash, which is used altogether in the corridors. while one or two of the offices are finished in ash and birch, and others in ash and tamarack or tamarack alone, the latter forming an excellent finish. Every room is ventilated and heated by either one or two hot water coils according to the size. They are all light and cheery, every window being provided with folding shutters for use in the warm weather. At present only two stories are being fitted up, the upper story being left in an unfinished condition. There are 16 vaults in the building on the different floors. Every room is supplied with a wash basin, and there is a lavatory on each of the two floors, also fire hose ready for immediate use. The officials who are to be located on the two floors are:-

Pottinger, general manager; H. A. Price, private secretary to Mr. Pottinger Thomas Evans, chief clerk; Thomas Williams, accountant: E. T. Trites, paymaster; R. D. Boggs, paymaster's auditor;

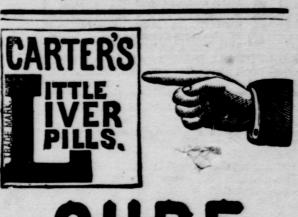
SECOND FLOOR. P. S. Archibald, chief engineer; Staff of engineers; George Taylor, general freight agent; A. Busby, general passenger agent; J. R. Bruce, auditor. The heads of departments have each a

private office. There are many other points that might be referred to if space permitted. The contractors not mentioned above are Messrs. Wisdom & Fish, St. John, hot water heating: Mr- H. Iddiols, St. John, electric bells and vault doors; Mr. Thos. Campbell, St. John. plumbing and gas fitting: Messrs. Smith & Thompson, plastering; Mr. James Mc. Avity, carving over main entrance.

The cost of the building will be in the vicinity of \$85,000, and it will be partially occupied by July 1st. There is talk of some social celebration at the opening. In their fine new quarters the staff of the NEW STIFF AND SOFT from Gaspe or Bonaventure to the Mari- to see the representatives of Bonaventure after it had been in use for a few years it say luxuriously, cared for, as compared with their present inconvenient and scattered quarters.

The Lumber Prospect.

A gloomy picture is painted by the North-Western Lumberman in its last issue. According to our contemporary the great pine forests of Michigan, Wisconsin and Minnesota are beginning to exhibit signs of exhaustion. The shortage of production this year in these States reaches over 600,000,000 feet. The average first quality stock has depreciated in value from 12 per cent., ten years ago, to 2 per cent. last season. The quality of ordinary logs is much inferior to the products of former years. Many come from lands once cut over, and new land has been cleared of almost everything on it. Trees are sawn now-a-days "out West" close to the ground, and cullings have arisen to a value quite unheard of in "old times." The lumberman looks in vain for new fields to conquer, and his wasteful extravagance in former years now affords bim food for meditation and regret. In view of this condiiton of things, the peo. ple in all parts of the union are urging



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others do not.

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