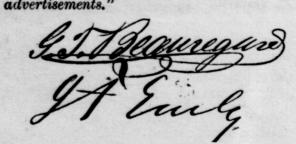
Louisiana State Lottery Company,

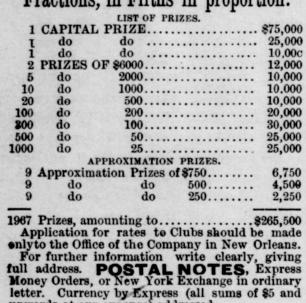
"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorise the Company to use this certificate, with facsimiles of our signatures attached, in its



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 a dopted December 2d A. D. 1879. The only Lottery ever voted on and endorsed by the people of any State.

It never scales or postpones.

Its Grand Single Number Drawings take place monthly. NOVEMBER II, 1884-174th Monthly, Capital Prize, \$75,000 100,000 Tickets at Five Dollars Each. Fractions, in Fifths in proportion.



M. A. Dauphin. or M. A. Dauphin, 607 Seventh St., Washington, D. Make P. O. Money Orders payable and address New Orleans National Bank,

Burdock Blood

Beef, Iron & Wine. Atwood's Bitters. ROSEMARY HAIR TONIC.

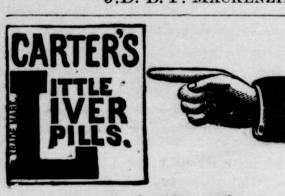
Pleasant Worm Syrup.

BOYD'S DIARRHŒA

Ayer's Sarsaparilla.

A Large Supply of the above Just Arrived

THE MEDICAL HALL, J.D. B. F. MACKENZII



CURE

Sick Headache and relieve all the troubles inci-dent to a bilious state of the system, such as Diz-tiness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remark-able success has been shown in curing

valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortuwho once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

Is the bane of so many lives that here is where make our great boast. Our pills cure it while others do not. Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for \$1. Sold by druggists everywhere, or sent by mail.

CARTER MEDICINE CO.. New York City. \$66 a week at home. \$5.00 outfit free. Pay absolutely sure. No risk. Capital no required. Reader, if you want business at which persons of either sex, young or old, can

make great pay all the time they work, with absolute certainty, write for particulars to H. HALLETT & Co., Portland, Maine. GROCERY

DEPARTMENT

RECEIVED,

40 Boxes Moor's Arctic

Purple Plums. SELLING CHEAP. W. S. LOGUIE.

CHEAP SALE BOOTS & SHOES,

NICOL'S.

To make room for Fall Goods.

WOMEN'S PEBBLED LEATHER LACED BOOTS, High Cut and Back Strap...... WOMEN'S PEBBLED LEATHER BUT-MEN'S TIE SHOES, pegged, solid leather MEN'S DOMESTIC CALF BOOTS,

Miramichi Advance.

CHATHAM. - - - OCTOBER 23, 1884.

Miramichi Steamboat Company. Preliminary steps have been taken owards the organization of a Company for the purpose of building and running steamers on the Miramichi. A few of the promoters met at Chatham on Monday evening at the office of L. J. Tweedie, Esq., and a committee was appointed to solicit stock subscriptions and afterwards call a general meeting with a view of proceeding further with the organization of the Company. The capital proposed at present is

\$10,000, and over one half of that

amount had been subscribed on the first day of the committee's labors. the prospect being that the balance will be secured without any trouble. propose to build two steamers, of good size, the largest of which shall make daily trips down river as far as Escuminac and Tabusintac-calling at intermediate points and taking freight and passengers on board wherever offering-while the other will run up-river as far as Newcastle and Nelson—and, perhaps, the North west Bridge-carrying freight and passengers. Both boats will be screw propellers and will combine fastrunning qualities with improved passenger and freight accommodation. The down-river boat will be of about the tonnage of the river tugs but housed in on deck so as to make her safe and comfortable in the roughest veather we have during the naviga-

ago by Chatham parties to place the sea tug William of Quebec on the route between Chatham and points down river, and a subsidy of \$1,500 was asked of the Local Government New Orleans, La. for the service, by petition from the standing the duties on breadstuffs people interested. The Andover. however, undertook to include the proposed service with that up-river Bitters. for a \$2,000 subsidy, which had lapsed, but was, at that time and for that service, continued to her. She proved unfit for the work, however, and nothing has since been done towards providing an adequate steam service on the route until now. We understand that several members of the Government have been spoken to on the subject and, recognising the demands of the down-river trade to be accommodated, they will favor the granting of a subsidy in the hope that the steamer will be self-sustain-MIXTURE. ing after a few years. The promoters of the Company do not propose to ask for any subsidy for the upriver boat, as they believe that undertaking will be self-sustaining from

As soon as the necessary stock has been secured and organization effected, tenders will, probably, be asked the building of which during the coming winter will assist in making tion. up for the hard times caused by the oad condition of the lumber trade.

Railway Notes.

The Fredericton Gleaner says .-"The season's work on the Miramich Valley will consist of fifty miles of track laid and ready for traffic. Of these thirty miles will be on this end and twenty miles on the other. The eastern will extend up to Blackville between which village and Chatham there will be regular railway communication this winter. This is the greatest showing ever made in railyear, and is due chiefly to the remarkable the Company, Mr. Gibson, who, however, has had a most able lieutenant in Mr.

Snowball "A correspondent of the Sun from that hotbed of Toryism, and canards, Newcas been under water for a year and are rusted and kinked. As the steamer "Averill" which carried the rails only arrived from England in May last, and the rails have been piled on a wharf in North Sydney since their arrival in June, the statement of the Sun's correspondent is therefore absolutely without foundation, and is

simply a malicious invention." The Gleaner seems to cerrectly esti mate the soreheads who find vent for their envious and malignant inventions in the Times, Sun and other papers of their stripe. It will not be any consolation to them, we suppose, to learn that there were some "kinky" rails and that the price paid for them was about two-thirds of that paid for the perfect ones. The difference between the Northern and Western people and their Newcastle enemies is this-that the former are genuine railway men of capital, backed by brains, while the latter are a lot of political mendicants who are constantly waiting to pick up crumbs from the tables they have not the spirit to crawl from under; -and they are consumed with envy when they see others enjoying the success which is the proper reward of independence and merit. They are great on noise, and always ready to shout when a bone is tossed to them. If somebody would give them about twice as much money as competent men would require to build a railway and then induce the Government to find them engineering skill and men to do the work, they might manage to make the very credulous portion of the public believe they were building a railway, otherwise they must do as they are doing now-write in their peculiar way for such organs as the Sun and Times.

Direct Trade With the West Indies. The first direct importation of molasses and sugar ever made to the Miramichi was brought here from Barbadoes by the barquentine Vigilant, of Bath-\$1.00 urst, and has been landed at Chatham and Newcastle during the past week. It consisted of 337 puncheons, 51 hogs-

condition, requiring no cooperage and the loss by leakage being a minimum

The Vigilant is a staunch vessel, well adapted to the West India trade. was launched last Spring at Bathurst, her owners being Messrs. James Buttimer, Wm. E. O'Brien, Capt. E. D. Chase, Capt. Jas. Andrew Geo. Sutherland Jas. Windsor. Capt. Chase Mr. Windsor, who does a large general business at Petit Rocher, has had charge of the disposal of the cargo here, his management of the business being quite successful among our merchants.

It would be a good thing for the Miramichi if some of our business men would realise the advantages we possess for carrying on a West India trade. We have an abundance of fish and lumber suitable for that market and could dispose of just such return cargoes as that brought by the Vigilant. It would, of course, be necessary to put The promoters of the Company the fish up in packages suitable for West India trade, which are simply rough boxes and easily-made casks, for which we have plenty of suitable wood. Several Nova Scotia ports have quite a trade of this kind, although they have not the advantages the Miramichi possesses for doing it. They have to send their fishing craft to our nothern waters for their fares which they dry and pack at home, where there is fog every other day during the curing season, disadvantages which we are entirely free free from. Besides, sugar and molasses are such staples in the trade of the world that no fish-laden vessel going to the West Indies need ever be without a remunerative return cargo. If the Miramichi market did not need it other ports in the Maritime Provinces would take it. A few years ago, we know, it was the custom of certain Nova Scotia concerns to send fish cargoes to the West Indies, taking, as return, sugar It will be remembered that an or molasses to Philadelphia, New York arrangement was made a few years or some other United States port. The cargoes would be sold there, in part or wholly, and a cargo of general merchandize-largely flour, meal, etc. would be conveyed to the home port. These concerns are, doubtless, doing the same kind of business yet, notwithwhich were not imposed in the time we refer to. We have every hope that such business as this will yet form an important factor in Miramichi trade.

The Indiantown Branch. "Some of the malignants about Newcastle, who are ready to eat their own heads off with vexation because they did not get the contract for the Indiantown Branch Railway, made representations to the Department of Railways that Mr. Snowball was not pushing forward his contract, and that he only had seventyfive men at work. This led the Department to instruct Mr. Pottinger, to make a visit to the road and he did so on Wednesday accompanied by some other of ficials. They found two hundred men at work and every evidence that work was being pushed forward with the greatest They also received an assurance that four hundred men will be at work on the Branch next week .- Gleaner.

The Moncton Times says, -The visit of the Railway officials to the Indiantown Branch stirred things up a good deal and there are now a considerable number of men at work thereonsomewhere about 200.

The Moncton Times seeks to convey the impression that the visit of Messrs. Pottinger and Archibald to Miramichi on Wednesday last led to increased for the construction of both boats, activity and the placing of additional men on Indiantown Branch construc-It would, we think, not be inconsistent with the position those gentlemen hold in the public service if they and their friends were to discourage their special organ in the work of misrepresenting our railway affairs as it has been doing for a month or so past. Before these gentlemen came the contractor for the Branch was scolded by means of rather singular telegrams from Ottawa because Mr. Schrieber had been informed that he had only some last week. Mr. Schrieber has had con- ties of the Province as a field for immiway construction in the Province in one siderable experience with the Newcas- grants. In a letter to the St. John tle parties who do the pimping business around the Indiantown Branch. and he ought, at least, to be a little careful as to how he accepts their statements. At all events, he should entle, writes that the rails lately purchased | deavor to be calm and not go too fast, by Mr. Snowball at North Sydney have for nothing so mars official dignity as undue celerity or the display of unnessary excitement. At the time Mr. Schrieber was, perhaps, believing that the reports he had received were true, there were about twice the number of men stated on the works. When Messrs. Pottinger and Archibald started to go along the line they were under the impression that there were only seventy or eighty men there, but they found 187 with picks or shovels in their hands, besides 14 men driving horses, and 13 gang foremen, while they did not go to the quarry to see for themselves, but they learned that ten men were at work there getting out stone for culverts. Now, if these gentlemen or their friends imagine that their finding 214 men at work, where they had believed there were less than a hundred, was "stirring things up a good deal," on their part, they will appear in the role of men who take credit where very little is due to them. The men at work on the Branch would have been there all the same whether "the Railway officials" had been directed to go and see for themselves or to remain at headquarters at Moncton, and if either they or their chief-Mr. Schrieber -wish to be thought very clever or astute personages, the less they act upon the reports of their Newcastle advisers the better, for it is not every man who has the gift of playing the

> fool successfully The Times also says .-Mr. Snowball's organ still harps on the of York alone right of way question, trying to convince its few readers that because a couple of wrong-headed iudividuals ordered the contractors off their premises, the right of There is no way had not been secured. need to say any more about this, however. The parties mentioned acted out of obstinacy and a spirit of opp sition, but had no legal right for their action, as they soon discovered. As for the route for the line that has been chosen it has already been shown that it is by all means the most advantageous for the people living along the route, and as a proof that the route is not unpopular, it need only be mentioned | Jack are from that wonderful pamphlet

a short distance, part of the highway above Millerton will be taken up. The width of the highway, however, is so great that there is plenty of room for the railway and an ordinary-sized roadway besides. The railway will be, of course, fenced, and where the inconvenience will be, is known only to the mouthpiece of the contractor. Of course it would be to the interest of Mr. Snowball to have the route altered now, after he has signed the contract, and as Mr. S. is in the eyes of his scribe the public, or in fact, the whole county this is why the Advance has made of late such desperate efforts to convince

ly treated, a fact very few of them are at The Times misrepresents us very unfairly. Residents of Derby applied to us as a public journal in order that the injury with which the Railway Department was threatening them might be made known. Most, of them, too, had always been politically opposed to us and expressed their disappointment over the indifference with which they were treated by Mr. Mitchell's party and Sir John's Government, both of which they had always supported. Messrs. Pottinger and Archibald were met by a number of these dissatisfied people and we regret to say that Mr. Pottinger, with a want of courtesy quite in keeping with that of the parties who appear to be his principal advisers at Newcastle, rudely told one man that Mr. Snowball had "put him up to opposing the Branch going through his land. This was the same man with whom one of the Government's numerous agents for settling land damages played the slugger a day or two afterconduct which all concerned should be heartily ashamed of, but which was, no doubt, carefully kept out of the es pionage committee's next report to Ottawa. It is a matter of regret that the Government should find it necessary to employ a brawler to deal with people whose time-established rights had decided to wrench from them by orute force; that its officials should show a disposition to entertain and act apon the reports of malicious and envious persons, and that men of characer, self-respect and ability have to waste their time and have their patience' tried in humoring a lot of "accidentals" whose chief merit is that they are of official importance. So far as the AD-VANCE is concerned, it has no patience with imposture and humbug-elements | equally good. which have so largely characterised the management of this Indiantown Branch

business by the Government and its agents. Ninety-nine people out every hundred on the Miramichi knew that the whole undertaking is founded upon and maintained by political spite and envy. The only genuine thing about it is the bona fide intention of the contractor to build the road and be paid for it, while the Government, Mr. Mitchell and the half dozen managers in Newcastle who have engineered the gigantic folly are enraged and vexed,

because the very man they sught to crush by it is turning it to his profit spite of them, while the men for whom it was to be "a feeder" are obliged to stand back where they belong and vent their feelings through the Sun and Times. It is not uecessary, however, that officials, who are but public servants, should fully share the prejudices

or indulge the political spites of those who may fawn upon them to-day and turn upon them to-morrow. When they do so they thereby assume the responsibility which such action in volves and court unpleasant consequences which they might otherwise avoid, and which the ADVANCE has no wish to help in bringing upon them.

New Brunswick as a Field for Immigrants.

Mr. Edward Jack, who represented New Brunswick at the Edinburg Forestry Exhibition, appears to have been very successful in his capacity of commissioner. He has not only discharged his duties well in direct connection with the exhibition but has done good seventy men at work on Monday of service in making known the capabili-

The Dominion Government is circulating a pamphlet entitled "New Brunswick as a Home for the Farmer Emigrant." have seen some copies in Edinburgh. Many enquires are made of me respecting New Brunswick and Lifind a number of parties who are desirous of obtaining the fullest information respecting it. So far as I am able, I answer their queries. Our government pamphlets are frequentmisleading and I think if the government would apply to the farmers in the various counties for a statement of their various experiences this would furnish the knowledge sought for. If say five of the best farmers in each county in New Brunswick should be asked to keep an account of what they planted and gathered from their lands, each year, giving the acres cropped, together with the date of planting and harvesting, a record would e obtained which could be relied on for uture reference, a record also of dairy produce, &c., could be kept. As evilence of the misleading effect of some government pamphlets I give you from a letter written by a young man tends to settle in New Brunswick. capital is about \$5,000: "From what books I can lay hands on I gather that in Carleton County the average yield of 'potatoes is about 180 bushels per acre at 60 cts., \$108 per acre; of turnips 400 bushels at 30 cts., \$120 per acre; of wheat "50 bushels at 30 cts., i.e., \$15 per "These figures, especially the first, appear to me large. Can I put any reliance on them? They are taken from a "Government emigration book. I could find no data as to dairy produce and

I have written this letter with th especial hope that it will attract the attention of our farmers, and that they may devise some means with the aid of the Government and the Board of Agriculture whereby the agricultural capacity of the various counties in New Prunswick, or at least the most fertile parts of them, may be shown from reliable data gathered by themselves. Some records kept by Mr. J. H. Reid of Fredericton, have, as mentioned in a former letter, been of great service to

had related to more counties than to that I have found the list of New Brunswick plants, published by the Secretary for Agriculture, of very considerable assistance to me. If it were revised by Mr. Hay, or some other competent botanist, and published again in the annual report of the Secretary of Agriculture, it would be a benefit to a number of persons taking up this list of New Brunswick plants, which lies on my table. More made the remark how many of our plants you have

tended over a greater length of time, and

in New Brunswick. The absurdities above quoted by Mr. MEN'S DOMESTIC CALF BOOTES, Laced and ST puncheons, 51 hogsMEN'S PRENCH CALF GAITERS, Laced and ST puncheons, 51 hogsMEN'S PRENCH CALF GAITERS, Laced and ST puncheons, 51 hogsMEN'S PRENCH CALF GAITERS, Laced and ST puncheons, 51 hogsMEN'S PRENCH CALF GAITERS, Laced and ST puncheons, 51 hogsMEN'S PRENCH CALF GAITERS, Laced and ST puncheons, 51 hogsmen's ponce of and ST puncheons, 51 hogsmen's ponce of and ST puncheons, 51 hogsmen's ponce of and ST puncheons, 51 hogsheads and 51 barrels molasses, and 14
tierces and 120 barrels sugar, more than one half of which was sold here, the one half of the Crown should he proceed with the work.

Tracklaying begins to-morrow. The with the work.

The will subject himself to prosecution on behalf of the Crown should he proceed with the work.

The mand of the mand on which they based the difference of the above Company, will furnish all inmerely nominal sums. The few who would be heads and 51 barrels molasses, and 14

Tracklaying begins to-morrow. The with the work.

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cargo came out of the vessel in splendid obtain extra damages for their land. For tralise the effects of official blundering turned over by that "system of purand ignorance. On this subject the chase" which was inaugurated with

summed up quite a number of charges

against the Local Government, chief of which was that it was doing nothing to bring settlers into the Province, and declaring that other Provinces were doing a great deal. Quebec and Ontario are in the direct track of Europuan immigrants to the North West, the whole influence of the Dominion Government is directed towards placing immigrants in the port of Quebec and it is much easier for these the Derby people that they are being bad-Provinces to deal with the matter than it is for New Brunswick. Our Province and our Government showed far more spirit and energy than any other Province or Government in regard to the Forestry Exhibition at Edinburgh, and all that was done by any Government to make the resources of Canada known was done by the Government of New Brunswick. Perhaps it did not do enough, but it did a great deal. It is unfair, we think. to throw upon the Provincial Governments the burden of large expenditure for the purpose of bringing in immigrants. It is chiefly the business of the Dominion Government. From a merely financial standpoint the Province gets only eighty cents a head for every settler, but Dominion Government takes out of him from five to eight dollars a head, and has him as well to bear arms, and to discharge a variety of other duties, and to carry various responsibilities. Still, as the Dominion Government neglects us in this particular, as it does in so many others, we would have the Provincial Government do something, and it is doing something as we could specifically point out. The idea has been more than once suggested that possibly it would be well for the Local Government to keep Mr. Jack in Great Britain and Ireland the whole winter in order to "talk up" our Province. Mr. Jack has peculiar, we might almost say, unique, qualifications for the work of placing New Brunswick fairly before the British people. He will not over state, or raise too high the expectation of any intending settler, he knows the capacity He knows whom it will suit. He knows the right kind of people to advise to come system, it would, we believe, pay well, undoubtedly, to let him go through the country, and in his quiet, capable way

The Northern and Western.

We understand that the tracklevers on this end of the Valley Railway have reached a point about one third of the whole distance from Chatham Junction to Blackville, and that they are proceeding at the rate of about half a mile per day. The progress being made on the Fredericton end of the line is

proving of the course of the Transcript, the organ in that county of the Liberal party. Probably the Transcript would continue to do its duty to the party and to the country, without any vote of approval, nevertheless it is satisfactory that the Convention recognize the ability and fidelity of its party organ. The Liberal press of New Brunswick, in the outlying districts, is struggling hard, in the face | of great difficulties, to maintain itself Almost the entire Provincal press under the direct control and influence the Domimion Government, and is heavily subsidized, by means of a system of use less advertising, from the public treasury, dock at Esquimault, to a wharf at Sydney is advertised in the Tory newspapers in all parts of the country, in order to give a certain amount of pay to these papers. while advertisements like those of the Government railway are purposely kept out of papers in which they should be inserted. because by doing so the Government would have to employ Liberal journals. The Transcript is published in a town in which there is a heavily subsidized Tory paper into the publication office of which railway printing pours in a steady stream. Hence the need of the Liberals of Westmorland to do all in their power to sustain the brave journalists who are fighting this form of corruption. The Transcript at Moncton, the Gleaner at Fredricton, the Advance at Chatham, are thoroughy independent and active Liberal journals, which the Government are contributing largely to support, and Liberals in the districts in which these papers are printed should never overlook the good work in which the party organs are engaged. -St.

We all like to have our services recognized and, even if they are not, to realise that our efforts in behalf of ADVANCE has never plumed itself upon being a party organ, in the general acceptation of the term, although, in its position, as between the so-called Liberal Conservative party and the party led by Mr. Blake, it has had neither difficulty nor hesitation in choosing. the paper was founded and has been maintained as the private enterprise of its publisher, it cannot be called a party organ, being both professedly and in Globe itself and some other papers the Province are, although they are the exponents of Liberal principles and, as such, loyal friends of the Liberal party. During the first four vears after it was founded the ADVANCE experienced its hardest struggles for existence. There was then a Liberal Government in power at Ottawa and we were supposed to be its organ at the North. Our most difficult task, however, was to get the ear of that Government with a view of reforming local abuses, which its officers-the legacy of its predecessors-were work our duty, we were as frequently called upon to condemn as to approve of the Government's administration. sense we have always endeavored to be the people's, rather than any Governand aim of all public administration is, or should be, the good of the people If we have done anything to promote the interests of the Liberal party it is because public requirements have demanded it and we believe there never was a time in the country's history when a return to Liberal policy in the administration of Dominion affairs was are many leading men to-day in the ranks party who, like the proprietor of the ADVANCE, were, before Confederation, me, and I only wish that they had exnembers of the Liberal party, of which Messrs. Tilley, of New Brunswick, and Howe, of Nova Scotia, were leaders, but who followed their leaders out of the party and became absorbed in the Conservative party. They may now call themselves Liberal-Conservatives, but that does not make their desertion of their former principles the less venal and treacherous, nor does it justify them in persecuting and maligning those whose greatest offence seems to be that that they still advocate the principles and policy their old leaders that, in the great majority of cases, the issued by the late Surveyor-General taught them and on which they based he will subject himself to prosecution on small fills with culverts beneath.

Confederation. They had not sufficient The organ of the opposition recently independence to stand by principles and let their apostate party leaders go. They have their reward in the patronage to which the Globe refers, but if journalists are not different from other men, their editors must, sometimes, feel that they have forfeited the best and highest reward that might have crowned their professional life, by sacrificing duty to expediency. Faithfulness to principle and a sense of the moral obligations men are under to each other-whether in political or everyday life-are, perhaps, held too lightly in these days by many. The man who has been a traitor to his political party-who has deserted his principals for personal promotion, or gain-is no better than the business man who has deliberately fleeced his creditors. Neither has a right to hold up his head as the peer of those who have resisted the temptation to do likewise, because of an ADVANCE has felt it to be a duty to oppose, has been to encourage the grasping of power at any sacrifice of individual political honor or public interest. That party has debauched the public sentiment of its members to a most deplorable extent, until they have come to look upon the hour's success, as the highest spring of action and the means thereto-no matter how ques tionable--as of secondary importance. If one asks himself what the fruits of of our Province, he knows its weakness. | that party's policy are, let him compare the position of the country to-day with here, and while it might not be necessary | that of fifteen or twenty years agoto put in motion a special immigration its taxation, debt and obligations, its recently-created and fast-growing monopolies, its rule by party exigencies, the centralization of power at Ottawa and the gradual undermining of our

sistent regard for the people's interest,

enterprising press telegrapher.

Protecting the People of Derby.

local legislative powers-and he will pendent course the ADVANCE has persued, even to the extent of being Liberal party organ. And it is to the fact that our record is that of an inde pendent journal, conducted with a con-

we owe the respect, confidence and sup-Standing by Their Pap er. port which the ADVANCE so largely en-The Liberal Convention of the County joys, and with which it will, after its of Westmorland passed a resolution ap- next number, enter upon the eleventh year of its existence. THE GOVERNOR-GENERAL. - His Excellency, the Governor-General, Lady Lansdowne and party reached St. John on Tuesday morning, en route from Halifax. They proceeded to the Royal Hotel from the station without any formal display, it being their desire that there should be no demonstration on the arrival of ther train. During the day addresses were presented in the Everything, from the construction of a dry | City Council Chamber by the City and Municipal Councils, members of which bodies were presented to His Excellency. A guard of honor from the 62nd. under Capt. Blois and the 62nd Band did service at the Court House. The party drove to points of interest in the afternoon, and left yesterday evening for Fredericton, receiving a parting salute of 17 guns from Dorchester Battery, under Col. Peters. QUITE A SENSATION was caused recently, by the reported assasination of Louis Riel in a riot at Prince Albert, and also the massacre of mounted powho have to hold their own against papers lice at Battleford, both of which turn out to have been the inventions of an

The people of Derby, whose property is threatened with depreciation and their lives with danger by the running of the others are silently appreciated. The proposed Indiantown Branch upon the present highway in that parish are indebted to the Provincial Government for taking such steps as are possible to protect their rights and interests. We understand that at the late meeting of the xecutive at Fredericton the Chief Commissioner of the Board of Works laid a memorandum before them on the petition forwarded to the Government by the people of the district affected. The memorandum set forth, substantially. the following facts-that the Dominion fact thoroughly independent, as the Government have contracted for the construction of the line of railway in question and set its contractor to work thereon: that said line is so located that the road-bed will, in some places, particularly where it passes through the Village of Derby, for a mile at least, encroach upon, and, as the Chief Commissioner is advised, almost entirely absorb the present highway; at the particular point alluded to the available space between the dwelling houses and the river is insufficient to provide roadways for a railroad and a highway being both laid down, and, as a consequence, one or the other must be placed at the rear of the houses and other buildings, where there is every ing upon the people, and, acting upon facility for building either description of road. In such case, for obvious reasons, the Chief Commissioner assumes that the railroad could be located at the rear. To interfere with the highway must necessitate the building of another highway by ment or party's organ, for the end | the Government of Canada, and until such new highway is built the present one ought not to be encroached upon. The Chief Commissioner thinks it would be doing a very serious and unnecessary injury and damage to the residents to place the highway at the rear of dwellings and out buildings and that it certainly, could not fail to greatly depreciate the value of their property. He, therefore, recommends more urgentlydemanded than now. There that the Minister of Railways be communicated with on the subject, and that he of the so-called Liberal-Conservative be earnestly requested, having enquired into the matters alleged and verified the same, to take such steps as may be necessary to prevent the proposed interference with the present highway. As much damage might be done while the Minister is being communicated with, and is enquiring into and considering the matter. the Chief Commissioner recommends that the Attorney General be authorised to take such proceedings on behalf of Her Majesty for the protection and preserva- would suffer no loss as the rails are intion of the public rights in the highway as he may be advised are necessary, and,

in the meantime, that the contractor be

informed that the Government of the

Province is remonstrating with the Min-

thereof, by the Secretary of the Public Works Department and advised that proceedings will be taken on behalf of the Crown against any and all persons who may be found interfering in any way with the highway in question. The notice only recahed Mr. Snowball vesterday and we learn that he at once communicated with the Minister of Railways for instructions, which at latest advices, had not

It is to be hoped that the Minister will allow reason and the interests of the people affected to govern him in matter, instead of the baneful counsel under which he appears to have acted

The Canadian vs the Immigrant

The Advocate has found in a London, Ont., paper, a column or more of dreary balderdash concerning Mr. Mitchell's letters to Lord Claude Hamilton and it spreads it out before its readers. We hope, for the Advocate's sake, that they will be satisfied with such stuff, although they might reasonably, expect something from it concerning railways nearer home than either the Grand Trunk or Canada Pacific. In a personal reference to the editor of the ADVANCE, the Advocate

"There is one Canadian (?) who sides with the un-English Lord-an insignificant creature who belongs to the snobocracy, and who has taken up the cudgels in behalf of the badly "clawed" Lord against Peter Mitchell. * * The specimen can be seen at the Advance office.

"There is no doubt as to the gentleman referred to being a Canadian—that is, if the political allies of the Advocate have not read the maritime provinces out of the Dominion. He was born in this country and lived in it when the Advocate people came to it in a crate, or some such suitable cage, as immigrants, landed, in their wild state, somewhere in Gloucester Coun ty, where they were let loose and ran to Miramichi in terror before they were captured and made to understand the bears were not after them. Since that eventful period in their history they have learned to keep their faces washed and have his answer. To the thinking man their hair cut occasionally, to sit on such comparison will justify the indechairs, to use a knife and fork, and eat at table, but they ought not, considering what the civilization of Canada has done for them, to attempt the reading of any poor native out of his country. ean stand a good deal, but feel a pride "this Canada of ours" and don't propose

THE NEW PUBLIC BUILDING.

The plans and specification for the new

to be seen at the Post Office and Custom

House. The building will be very hand-

some and second in appearance to none in

the Province outside of Saint John. As

your readers already know, its site is to be

the old post office corner, opposite Burns

& Co's place of business. Although not

so central as might have been obtained it

is, nevertheless, the finest and most com-

manding site in the town for a building of

The new building will be either of gran-

ite from the Nepisiguit Quarries or of

grey sandstone from the Clifton Quarries.

Tenders are asked for each separately, but

it is highly probable the granite will be de-

termined on owing to its being more easi-

ly obtained and, consequently, cheaper,

besides making the handsomer building.

The main building has a frontage of fifty

feet on Water Street and thirty eight on

Douglas Street and there is an extension

on the south side fifty three feet deep by

fifteen feet on Douglas Street. There is a

basement nine feet nine inches high

which contains a well and a system of

drainage pipes running off into the harbor

at the rear. Entrance to the ground

floor is had by two doors on Water Street,

one in either corner of the building.

These open into lobbies about eight feet

lead into the Post Office department

which is twenty-three feet by forty-six

feet six inches—with a ceiling sixteen feet

Leading from the door in the north

east corner is a hallway extending across

the main building and opening into an

office for the Department of weights and

measures twelve by thirteen feet nine.

Across the hall a door admits into a lobby

containing water closets and from this

lobby another door admits into an ex-

amining warehouse twenty-two feet six

by thirteen feet nine. The hallway opens

into the tower which contains the stair-

A long corridor extends nearly the

full length of this floor, about six feet

wide. On the right side is the Savings

Bank Room, which is twelve feet by

twenty-one. From this room, access is

had into the Collector of Customs' private

office, which is twelve by thirteen feet.

On the left of the corridor is the Inland

Revenue Office, thirteen feet by seventeen,

and the Pilot Commissioner's Office, ten

feet by twelve. The ceilings on the first

The attic is reached by a stairway in

the north east corner of the first floor, and

contains the caretaker's apartments,

parlor, bedrooms and kitchen. It also

contains a cistern seven feet by four by

three from which water can be thrown

upon any part of the building. The

water is brought from the well in the

In the centre of the building on Doug-

las Street is a tower rising eighty feet

roof is to be of slate from the quarries at

Richmond, Quebec, and the roof of the

tower of galvanized iron. The doors and

premises outside are to be enclosed by

stone fence four feet high with oak gates.

tower for a town clock it is to be hoped

that some of our more enterprising citi-

zens will form themselves into a committee

of ways and means for the obtaining of

such a desirable addition to the building.

STEEL RAILS SUNK.

of steel rails for the Caraquet Road, while

alongside the steamship "Plymothian"

sank about two o'clock this morning dur-

ing a heavy squall. She lies in about

five fathoms of water with the tops of her

masts out of water. A diver is now on

his way here and the Company anticipate

no difficulty in raising her and saving the

rails. In any case the Railway Company

CARAQUET RAILWAY.

The distance from the Junction to Bass

River, about eight miles, is now ready

The work on the road proceeds rapidly.

sured to the shore.

ister of Railways in the matter, and that for the rails with the exception of two

A lighter containing about forty tons

As provision has been made in the

cellar by means of a force pump.

furnishings inside will be

with space in the top for a clock.

floor are fifteen feet and a half.

way leading to the first floor.

and a half high.

that kind.

to be crowded out by any duty-free im-AND ARRIVING portations.

Oct. 21st 1884.

Bathurst Notes.

AND FOR SALE

by the Subscriber: Public Building arrived last week and are Mess Pork.

Clear Pork.

General Ausiness.

seat is about sixteen feet above the level

of the river. On the other side of Black

River grading is being pushed forward,

some of the working gangs having reached

Salmon Beach. Yesterday was pay day

on the line and a large amount of money

was paid out. Susiness generally is

showing visible effects of an increased

AN INCIDENT.

There has been lying at Messrs. Burns

& Co's wharves, during the past week, a

barque which to many of our townsmen

recalls many old scenes. She was built

at Bathurst, by Carre Smith (who still

resides here) about twenty six years ago

and is called the "New Brunswick," and

has never been here since the day her

keel first touched the water. The "New

Brunswick" is still British owned and her

Captain says is as sound as a nut, which

is quite a tribute to Bathurst-built ships.

She has been visited by her builder and

many of her workmen A melancholy

accident happened during her building.

by which a workman-Neil Campbell-

met his death. His widow still lives

The Annual Meeting of the Bathurst

Curling Club takes place this evening for

the election of officers for the ensuing

The Total Abstainer.

The London Times publishes the follow

ng extraordinary statement, - "The typi-

cal total abstainer is a person of inferior

physical development, and not remarkable

characterizes him, he is easily led by his

emotions, or what he fancies to be elo-

quence, he is ready to take up any idea

ressed upon him with sufficient volubility,

and, in short, the same causes make of

him a teetotaller, an anti-vaccinator, and

Geo. S. DeForest,

an anti-vivesectionist.'

181 Tubs Carleton County Butter

200 Boxes Factory Cheese, 120 Tubs Lard Just received.

St. John, N. B., Oct., 1884.

r intellectual power. Smallness of body

circulation of money.

Prime Mess Pork.

Plate Beef Roll Beet,

Extra Mess Beef

* _ ARD IN TUBS.

WHITE BEANS.

(in Barrels.)

Codfish Large & Medium MOLASSES

(Puncheons and Tierces.)

SUGAR, Granulated and Yellow,

Rankine's square from each of which double doors Biscuits,

Mariners' Tobacco.

Prince of Wales Tobacco.

Napoleon Tobacco,

Royal Crown Soap,

Myrtle Navy Tobacco.

Princess Louise Soap, Atlantic P. Y. Soap.

Flewelling's Matches.

BROWN'S AXES.

with usual Supply of CHOICE BRANDS

Cut Nails all sizes,

Cornmeal.

Oatmeal,

at Lowest Rates FOR CASH. ---000----John McLaggan.

EQUITABLE LIFE Assurance Society

OF THE UNITED STATES. - - \$45,529,581,45

Income, - - 13,470,571,68 Undivided Surplus, 12, 109, 756, 79 New Assurance written 81,129,756,00 The amount of Surplus over Liabilities is larger

than that of any other Life Assurrace Society.

The Society has no Contested Claims on its books SEMI-TONTINE POLICIES. This system of a parance combines protection with investment and is more advantageous than any other form of colicy ever devised. Persons desirous of insuring, best consult their own interests by communication with the Agent

Barrister at Law.

General Manager.

WARREN C. WINSLOW.