General Business.

L.S.L.

CAPITAL PRIZE $150,000.

(ENDORSED)

"We do hereby certify that we supervise the arrangements for all the Monthly and Quarterly 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 advertisements."

G. T. Beauregard
J. A. Early
Commissioners.

We the undersigned Banks and Bankers will pay all Prizes drawn in The Louisiana State Lotteries which may be presented at our counters.

J. H. OGLESBY, Pres. Louisiana National Bank.
J. W. KILBRETH, Pres. State National Bank
A. BALDWIN, Pres. New Orleans National Bank.

UNPRECEDENTED ATTRACTION! OVER HALF A MILLION DISTRIBUTED.

Louisiana State Lottery Company.

Incorporated in 1868 for 25 years by the Legislature 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 Drawing will take place monthly. *It never scales or postpones.* Look at the following distribution:

196th Grand Monthly AND THE **EXTRAORDINARY QUARTERLY DRAWING** IN THE ACADEMY OF MUSIC, NEW ORLEANS, Tuesday, September 14. 1886,

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.

LIST OF PRIZES.

1 CAPITAL PRIZE OF	$150,000....	$150,000
1 GRAND PRIZE OF	50,000....	50,000
1 GRAND PRIZE OF	20,000....	20,000
2 LARGE PRIZES OF	10,000....	20,000
4 LARGE PRIZES OF	5,000....	20,000
20 PRIZES OF	1,000....	20,000
50 "	500....	25,000
100 "	300....	30,000
200 "	200....	40,000
600 "	100....	60,000
1,000 "	50....	50,000
APPROXIMATION PRIZES.		
100 Approximation Prizes of	$200....	$20,000
100 " "	100....	10,000
100 " "	75....	7,500
2279 Prizes mounting to		$522,500

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. **POSTAL NOTES**, Express money Orders, or New York Exchange in ordinary letter. Currency by Express (at our expense) address

M. A. Dauphin, New Orleans, La.
or M. A. DAUPHIN, Washington, D. C.

Make P. O. Money Orders payable and address Registered Letters to NEW ORLEANS NATIONAL BANK, New Orleans, La.

F. W. RUSSELL

is now offering PORK, FLOUR, MEAL, MOLASSES, TEA SUGAR and a full line of choice family Groceries, Crockery Glass and Earthenware, Boots and Shoes, Hats, Ties and Scarfs, and ready made Clothing.

At owest cash prices.

JUST RECEIVED.

10 BARRELS **Malaga Grapes,**

1 CAR LOAD **CHOICE WINTER APPLES,**

1 MIXED CAR **CANADIAN APPLES**

ONIONS, CHEESE, ETC. ETC

BOTTOM PRICES. D. CHESMAN

SAMPLES' DOMINION Horse Liniment.

THE BEST EXTERNAL REMEDY before the public for Lameness, Spavins, Sweeny, Sprains, Swollen and Stiff Joints. Scratches, Cracked and Greasy Heels, Harness Galls, Cuts, Sores of long standing, Fistuls, Poll Evil, Warts, Swellings and Bruises of all kinds.

Also, will eradicate Lumps on the Head and Neck of Cattle; will cure Cuts and Burns upon the Human Body; also, Frost Bites, Chilblains and Salt Rheum.

Sold wholesale by J. D. B. F. Mackenzie and he retail trade.

GOOD, FRESH & RELIABLE **DRUGS** AND **PATENT MEDICINES** of all kinds, go to the **Newcastle Drug Store.**

DRUGS sold at the lowest possible figure and PATENT MEDICINES at their regular rices.

Flower Pots, Sponges, Toilet articles and Fancy Soaps

—ALSO IN STOCK.—

E. EEE STREET, Proprietor.

Notice to Mill Owners.

THE Subscriber is prepared to furnish his PATENT LOG CARRIAGE SHIFTING MACHINE, to any parties requiring the same, or supply drawings, etc., toenable parties to manufacture it for themselves.

The above is in use in several Mills on this River, and perfect satisfaction is guaranteed.

Full information given by application to the Subscriber

ROBERT McGUIRE.

The "Imperial Wringer. AND Wash-tub Stand. Clothes Forks, etc.

New devices for convenience on Wash day—save labor and lighten the work left to be done.

H. P MARQUIS, Cunard Street.

JUST ARRIVING.

125 barrels Patent Flour, Morning Star.
125 " " " Challenge.
75 " Superior Extra.
50 Oatmeal.
50 Quintals Codfish.
100 Half Chest Tea.
25 barrels sugar.
1000 lbs. Hams and Bacon.
29 barrels Pork.
10 " Choice Plate Beef.
20 dozen Brooms
20 " Buckets.

Earthenware in dinner and Tea sets, Butter Crocks, Chamber Sets. &c.
1000 rolls Room Paper.

ROGER FLANAGAN.

Chatham N. B

General Business.

NEW GOODS!

NEW GOODS

—oXo—

7,000 ROLLS 7,000

NEW PAPER HANGINGS!

For Rooms, Halls, &c. Also Bordering and Plain and Fancy Paper Blinds.

4 CASES 4 **Beautiful Silverware,**

(NEW DESIGNS.) And Rogers Bros. A 1 SPOONS, FORKS, &

85 PIECES NEW PRITS—Light, Medium and Dark.

New Dress Goods! A Fine Assortment.

NEW CARPETS, & FLOOR OILCLOTHS.

500 SUITS MEN'S AND BOYS' NEW CLOTHING Equal to Custom Work.

40 doz. New Hats IN FELT AND FUR.

NEW WATERPROOF GOODS Ladies' and Misses' Circulars, Men's & Boys' Coats, all American made, and will give Satisfaction.

NEW BOOTS AND SHOES.

'CHEAP CASH STORE.'

JAMES BROWN.

Newcastle, May 5, 1886.

NORTHERN & WESTERN RAILWAY.

1886. SUMMER 1886.

On and after MONDAY, 14th inst., and until further notice, Trains will run daily, Sundays excepted, on the Eastern Section of the above road

Leaving Chatham 6.00 a. m. Standard time. Return, Leaving Blackville 5.30 p. m. " " Calling at intermediate Stations for freight and passengers as follows,

Going West (read down,)				Going East (read up.
Leave Chatham	6.00 a.m.	arrive	Chatham	7.15 "
" Chatham Junction	6.25 a. m.	arrive	"	6.50 "
" Barnaby River	6.35	"	"	6.40 "
" Derby Siding	6.38	"	"	6.37 "
" S. W. Boom	6.45	"	"	6.30 "
" Chelmsford	7.00	"	"	6.15 "
" Doyle's Brook	7.15	"	"	6.00 "
" Grey Rapids siding	7.32	"	"	5.43 "
Arrive Blackville	7.45		Leave	5.30p.m

J. B. SNOWBALL, Manager.

CHATHAM, 10th June, 1886

JOHN HAVILAND

CHATHAM, N. B.

VINEGARS

LANDING, 1 Car Load E. & A. Robitaille celebrated Vinegars.
Eureka double strength, White Wine XXX
Cider, superior quality. do do XX
For sale low b

DeForest, Harrison & Co. 7 & 8 North Wharf, St. John, N. B

IMPORTANT TO Farmers & Others.

The subscriber begs to give notice that his **CARDING MILL** is now fitted up with New Cards of the best description, and otherwise improved, and is now prepared to card wool expeditiously and well. Wool left at John Brown's in Chatham, and Mrs. Smallwood's Newcastle will be called for weekly and returned.

THOS. AMBROSE.

6-6-86 t f.

Fishing Tackle.

The Subscriber has now on hand and is constantly making up for the wholesale and retail trade, and to

ANGLERS' ORDERS,

all the leading **STANDARD FLIES.** —FOR— SALMON, GRILSE AND TROUT, also casting lines, leaders, etc., on hand and made to order.

FISHING RODS, BSKETS, landing nets, etc., REPAIRED at short notice.

Prices very low. Orders by mail promptly attended to.

Address, JAMES MCMILLAN, Chatham Statin.

HAGYARDS YELLOW OIL CURES RHEUMATISM

FREEMAN'S WORM POWDERS.

Are pleasant to take. Contain their own Purgative. Is a safe, sure, and *effectual destroyer of worms* in Children or Adults.

WHIPS! WHIPS.

I have just received from Boston the largest and best assortment of Whips ever imported to Chatham. They are very superior in quality and finish.

CALL AND INSPECT.

These and al other goods in the Hardware line will be sold at BOTTOM PRICES.

Sled Shoe Steel, CAST STEEL, IRON AND CHAIN, always on hand.

J. R. GOGGIN General Hardware Merchant Chatham, N. B

FIRE BRICK.

Ex S. S. Clifton **20,000 PRIME WELSH FIRE BRICK FOR SALE**

NEW BRUNSWICK TRADING COMPANY.

Ma 11th 1886.

Removal.

The ADVANCE office is removed from the old stand Upper Water Street, to the building next (east) to N. B. Trading Companys' Office, Lower Water Street, Chatham.

Miramichi Advance,

CHATHAM, N. B. - - - AUGUST 19, 1886

An Interesting Timber Case.

We gather from a report in the *Timber Trades Journal* of 31st ult. the particulars of an important trial that took place in London on 27th and 28th ult. at the High Court of Justice, Chancery division. It was an action brought by Messrs. Geo. Guy & Co. (and in which Messrs. Guy Bevan & Co., late of Chatham were interested) against Messrs. Churchill & Sim, 29, Clement's Lane, E. C., and the object of it was to have it declared that the defendants were liable to the plaintiffs for the proceeds of the sale of a certain large quantity of timber, which was originally purchased by the plaintiffs through Messrs. Churchill & Sim, and which was afterwards sold by that firm as the plaintiffs' agents.

Sir Horace Davey in opening the case said,—

On the 15th May, 1879, Messrs. Churchill & Sim proposed to Messrs. Guy & Co. that they should purchase between 11,000 and 12,000 standards of Baltic timber, the value of which was about £70,000 Messrs. Churchill & Sim were brokers only, and therefore they made the contract in their own name with the owners for the purchase of this timber, and they delivered to Messrs. Guy & Co. a contract note for the purchase of the timber. Messrs. Guy & Co., although timber merchants, dealt almost entirely in American timber and had no experience in the Baltic, which was a branch of the timber business entirely distinct from the American trade; and this transaction was proposed by Churchill & Sim as a speculation in timber, which had at that time not been shipped. In the subsequent year, before the timber had arrived in this country, Churchill & Sim came to Guy & Co., and proposed that they should sell the whole of the timber included in this contract at a small profit, and acting on their advice Guy & Co. agreed to do so. It had, however, recently appeared that Churchill & Sim took upon themselves to act as agents for both parties, and to sell the timber to a Mr. Mills, who had carried on business as Smallfield, Mills, & Neame. At that time Mills, who had been unfortunate in his speculations in timber, owed Churchill & Sim abont £20,000, and in particular on an account between them, called the Baltic account, he owed them upwards of £15,000. Messrs. Churchill & Sim, from their knowledge of the trade, that the price was likely to rise, as was suggested by this plaintiffs, devised the scheme of selling the timber to Mills, with the idea that they should sell it for him, keeping it under their own control, and thus pay themselves; and, though acting as agents of other parties, they persuaded, or advised, Messrs. Guy & Co. to sell the timber without disclosing to them that they intended to sell it to Mills, who was their debtor, for the purpose of recouping themselves, the amount of their debt, and that, in fact, it was a sale for their own benefit. Sir Horace Davey said he would prove that Mills was quite insolvent; he had no means of paying the debt he owed, and which was represented by bills that had been renewed from time to time and had been running more than a year, and Churchill & Sim had no means of compelling payment. The plaintiffs' suggestion, therefore, was, that knowing from their experience of the Baltic trade that the price was about to rise, they made this contract for their own benefit. The timber was sold for a price which realized a profit of £22,000; at all events, upwards of £20,000. They repaid themselves the debt which Mills owed them, and there was a small balance, which they handed over to Mills. It appeared to the plaintiffs that Churchill & Sim took upon themselves to act for both parties, and their contention was either that it was right for them to advise Messrs. Guy & Co. to sell, in which case they ought to have given them the full benefit of their advice, and if it was right to advise Guy & Co, to sell, how could it be right to advise Mills to buy? If they had reason to believe, from their experience of the trade, that the price would rise, and that it would be profitable to themselves and Mr. Mills to purchase this timber, they should have given Guy & Co. the benefit of this advice. The learned counsel said he was not going to contend that an agent might not act for both parties, but if he did he put himself in a difficult position, and was bound to give both vendor and purchaser the benefit of his advice, assistance, and experience in the matter; and what the plaintiffs asked was that the so-called purchase and sale to Mills might for the purposes of the account between Guy & Co. and Churchill and Sim be treated as a nullity, and that they might account to Guy & Co, for the whole profit which was derived from the ultimate sale of the timber.

The evidence disclosed that the nature of the transaction with Mills was as set forth by Sir Horace, but it was held by the presiding judge that the plaintiffs' case charged an offense of a more serious nature than the evidence seemed to sustain—that the charge of fraud against the defendants was not proved. The court therefore dismissed the action without prejudice to any other case that plaintiffs might be advised to bring in respect to any breach of duty on the part of Messrs. Churchill & Sim.

The case is one of interest to the lumber trade at large and, perhaps, in some measure may account for the way in which some wood consignments are handled on the other side. The judge and eminent counsel engaged appear to have differed as to the measure of Messrs. Churchill & Sim's culpability, the pleadings charging them with fraud while the judge suggested that it did not exceed a breach of duty. It undoubtedly presents the features of a breach of duty of which a firm of Messrs. Churchill & Sim's standing could hardly afford to be guilty. They were the trusted agents of Messrs. Geo. Guy & Co., who were paying them a good commission on the business in their hands and guaranteeing them against loss in the event of the market failing to profitably carry it through, and instead of advising their principals to the latter's profit they took advantage of their confidence and by a back-stairs shuffle put into their own pockets the profits which should have been Messrs. Guy & Co's. The whole business seems to have been nothing more nor less than this. It may not be fraud in the eye of the law, but it has so much of that complexion as to approach it very closely. The *Timber Trades Journal* appears to think the whole transaction all right and a rather clever operation on the part of Messrs Churchill & Sim. In other words it would encourage the doctrine that any of our shippers making consignments to a broker should expect—in case of an advance in prices—that the broker should hunt over his books for trace of some hopeless debtor and make him a stool-pigeon for diverting the consignor's legitimate profit and returns into his own pocket.

That Great and Necessary Railway.

THE DERBY BRANCH—We have frequently of late been asked why the opening of the Derby Branch Railway is so long delayed. It is confidently asserted that the branch has been taken off Mr. Snowball's hands, and that it is now in the possession of the Government. Much dissatisfaction exists, especially among parties who gave the right of way, at the long delay and constant inquiries made as to the reasons therefor. If it has been taken off Mr. Snowball's hands then it should have the necessary work done and opened at once. So long a delay is considered unaccountable.—*Advocate* of Aug. 11.

THE INDIANTOWN BRANCH.—We are informed that work has been recommenced on the Indiantown Branch. It is currently stated that Mr. Schrieber, when here recently, informed Mr. Snowball that unless he had men at work on the branch on Thursday or Friday of last week, that the Government would put them on at his expense. On Friday last men were at work under Mr. Snowball's direction, and some show of completing his contract is at last to be made.—*Advocate* of Aug. 18.

The *Advocate* is somewhat like the gentlemen who represent the railway Department, in the fact that it takes one position in regard to the Indiantown Branch one week and abandons it without any explanation or attempt to be consistent the next. In fact the *Advocate* cannot make up its mind even to apply the same name to the great fizzle for two weeks together, and doesn't know whether to call it the Indiantown or the Derby Branch.

It does appear very perplexing to most people that the Railway authorities do not act with a little more promptness and earnestness of purpose in reference to the bit of road in question, although to those who have, all along, understood the game they are playing it is well known that the whole business is simply a farce. They professed to be ready to accept the work last fall, as completed so as to justify them in taking it off the contractor's hands, but went squarely back on their declared intentions. This year, they made an excuse for delay and, being stirred up by their 'friends' who are not in the secret, appear to be making an effort to convey to them the impression that they are anxious to have it finished and in operation.

Their whole course shows that they are entirely insincere and have no immediate intention of departing from their past policy. Every Tom, Dick and Harry has his say about the work and, so far as the government or railway people are concerned, they are simply playing with the credulity of those for whom the *Advocate* spoke last week. On that occasion the shire-town oracle was worked for the parties who prevented the Northern & Western from crossing the Miramichi to Derby by a bridge and running thence, *via* Indiantown, up-river. This week, it is obliged by the blundering railway people to put the blame on the contractor. Meantime, the people are realizing where the responsibility of the humbugging rests and they know that, aside altogether from the Government's intention not to open the line so long as it can possibly avoid doing so, the location is an engineering blunder which few men pretending to skill in that profession would accept the responsibility of. The whole affair turns out even worse than we predicted from the start. It is a genuine outcame of the kind of railway management originated and carried out under the advice of Mr. Mitchell and his friends in this county, while it is a fitting commentary on the methods of the Dominion Government when it has to face the realities of doing evil in order that its interested hangers-on may be kept quiet. Meantime, the *Advocate* will have to wait. If it knew more about the intentions of the genuine railway people it would not be so easily set braying by the bogus ones who inspire it.

The 3-mile Limit.

American fishermen raise a great outcry because they are not permitted to fish for mackerel with their grab-all purse-seines on our coast within the Bay Chaleur and other headland limits. But the following from the *N. Y. Fishing Gazette* shows that, on the Maine coast, at least, they fare no better,—

"Fish Warden Whittier, of Old Orchard, saw last evening three mackerel schooners fishing within the three mile limit. He put off in a dory and seized two of the vessels and sent them back to Portland. The captured vessels were the Dreadnaught and James M. Dyer, both of Portland. The other schooner, hailing from Provincetown, escaped. The penalty for fishing within three miles of the shore is a fine of $500 and the forfeiture of cargo, one-third of which goes to the officer. Each schooner had taken about fifty barrels. The fishermen intend making this a test case. Seining mackerel in bays within the three mile limit is in violation of the Maine law passed in 1885, to be found in chapter 261 of the statutes."

(For The Sun.)

The Cross Bearing Indians of Miramichi.

BY EDWARD JACK.

It is only of late years that the wonderful fortitude and heroic resolution of the early French Jesuit and Recollet missionaries to Canada, have begun to receive that commendation which prejudice and bigotry denied to them in their own days. As some towering hill seen in the far off distance loses all its ruggedness, leaving only its height and magnitude to attract our admiration, so the characters and achievements of these illustrious fathers, freed from the trammels of denominationalism, will shine brighter and brighter through all succeeding generations. It was not until the writer had as it were entered into their inner life by reading their letters and visiting the scenes of their labors, of which our province offers many, that he fully understood the immense sacrifices which were made by them for the benefit of a savage race. In some of the spots where they lived the very memory of their existence is lost, in others there is but a faint trace left by which one can tell that they had been there, such as *La Pointe au Pere*, the Fathers' point, in Bathurst harbor.

There is something touching in this traditional remembrance, whose only answer as to who lived on that Point, can be but in the two words, the Father—whether it were Pierre Biard and Edemond Masse crouching over the fire during some cold winter night in their little log hut at Annapolis, or Emmanuel Crespel in the frail boat which was slowly drifting upon the fatal shores of Anticosti on a cold November's day, reciting aloud the *Miserere* for the benefit of the crew and then calmly wrapping his robe around his head so as not to see the moment of his and his companions' destruction. One everywhere meets, in the history of these men, the same story of self abnegation and contempt of toil, danger and suffering. There is one among these fathers whose writings have interested me much, as well from his graphic descriptions of scenes and sufferings in our own forests as from his devotion to the advancement of the spiritual interests of the Indians who were committed to his care. I allude to Christian Le Clerc who in 1677 travelled through the forest from Nepisiguit to the Miramichi, which he calls the St. Croix, in order to visit the Indians of that river, who he says had used the cross as their emblem before they had ever seen or heard of the Christian faith. Here, he says, I remained until spring to institute the mission and to dispose the *porte croix* (cross bearing Indians) to receive the principles and elements of Christianity.

It was not very difficult for me to find a subject for the first harangue that I was about to make to these poor infidels; it was nearly the same as that of St. Paul when he preached for the first time in Athens the faith of Jesus Christ to the Areopagities. This great apostle having considered that famous inscription which the Athenians had caused to be engraved in letters of gold on the front of the temple which they had consecrated to the unknown god, *Ignoto Deo*, took the occasion to inform them that this unknown God to whom they rendered their homage and adorations was even He who had made the heavens and the earth, who was made man in the womb of the Virgin, who through the greatness of his love had most willingly expired upon the cross for the salvation of the whole human species, that nature had given marks of its resentment during the mental agonies of his Calvary and that the sun even had through sorrow suffered an eclipse so extraordinary that one of the first of the Areopagites seeing it cried that it must be 'the God of nature which suffered, or that the machine of the world was about being dissolved.

The use of the cross, and the honor which our Gaspesian infidels rendered to this sacred sign of our salvation gave me the same subject to explain to them, the sacred mysteries of which in the darkness of their errors and blindness they were ignorant. I then made them understand that this cross which they had received as an allotment by a singular favor of heaven, should lead them to the worship and adoration of Him who for love of us had embraced it, that they had obligations even more binding than the other natives of New France to profess the faith of Jesus Christ. In order to do this it was necessary that they should quit their errors and receive baptism, without which they could not be saved.

At this discourse they appeared very contented and satisfied, and promised me that they would follow exactly the charitable advice which I had given them, all publicly protesting that they were very sorry that their ancestors had for so long a time neglected the worship of the God of the cross. They offered their little infants to me, and prayed of me to baptize them, awaiting themselves until they should be sufficiently instructed to receive it. I accorded the grace of baptism to five or six of their infants, the oldest of which was not more than two years, and I had this consolation, that four of these little innocents are now in the enjoyment of glory, having died happily some time after their baptism.

I leave to the reader to judge as it pleases him of the origin of the worship of the cross among this infidel nation, since I have no more solid foundation to persuade him of this truth except the testimony of the old Indians and of the French, confirmed by the relation that M de Saint Vallier now Bishop of Quebec has made of it. Here, however, though somewhat abridged are some of the principal reasons which obliged me to believe that the cross had been in veneration among these barbarians before the first arrival of the French in their country. One day wishing to make these infidels avow that the missionaries who had preceeded me had taught them the manner in which they should adore the cross. "He? what?" said the chief to me, "you are Patriarch, you wish that we should believe all that you proposed to us, and yet you will not believe that which we tell you. You are not yet 40 years old and it is but two years since you have been living among the Indians, and yet you pretend to know our maxims and traditions and our customs better than our ancestors who have taught them to us! Do you not every day see the old man Quioudo, who is more than 120 years old; he saw the first ship which landed in our country. He has repeated to you often, that the Indians of Miramichi have not received from strangers the use of the cross, and that what he knows of it himself he learned from the traditions of his fathers who have lived at least as long as he. You may thus infer that we received it before the French came to our coasts. But if you yet find a difficulty in submitting to this reason here is another which should entirely convince you of the truth which you call in question. You have knowledge, for you are patriarch and you speak to God. You know that the nation of the Gaspesians extends from Cape Rosiers even to Cape Breton, you are not ignorant of the fact, that the Indians of Restigouche are our brothers and our compatriots who speak the same tongue as we do; you left them to come and see us, you have taught them, you have seen old men who were baptized by other missionaries than you, and yet we have been unfortunately deprived of this happiness up to the present. If then the cross be the sacred mark which distinguises the Christians from the infidels as you have taught us, tell us why the patriarchs (priests) would have given us the use of it in preference to our brothers of Restigouche whom they have baptized, and who, nevertheless, have not always had the Christian sign in veneration like our ancestors who have never received baptism? You now, evidently, see that it is not from the missionaries that we have the mystery of the cross." This may be said to be the reasoning of a savage. It is true, I admit, but it is not on that account less persuasive nor less convincing, because it can with truth be said that the Indians of Restigouche are baptized, and yet, nevertheless, they do not carry the cross, but rather the figure of a salmon which they had formerly hung around their necks as the mark of honour of their country, for it may be remarked that the custom of all of the Gaspesians has always been to carry some particular figures which are the coats of arms, *armoiries*, which distinguish them from other Indians with relation to the different places where they commonly reside.

100 per cent on Mackerel.

The Custom House at Boston, Mass., on Tuesday, Aug. 10th, presented a very excited group of importers, most of them were large dealers in canned mackerel, a branch of the business that is of great importance, especially at this season of the year, owing to the scarcity of mackerel in American waters, and they were annoyed by the somewhat arbitrary and unexpected action of the local customs authorities in raising the duties levied on canned mackerel from 25 to 100 per cent. ad valorem. The duty on these goods has long been levied in accordance with the ruling of the department at Washington at 25 per cent. On this basis the dealers have been rushing importations from the British provinces where mackerel are plenty, and on this basis large contracts for future delivery have been entered into. Suddenly and without warning the customs officers decided that importations of canned mackerel must be governed by another decision of the department at Washington, which prescribes a duty of 100 per cent. upon importations of canned meats. The decision of the local officers was in harmony with a recent construction of tariff rulings by the authorities of the Portland Custom House. The importers, however, claim that the attempt to classify mackerel in cans under the decision of Acting Secretary Fairchild in relation to canned meats is preposterous, and they made a vigorous effort to-day to bring the customs officers around to their way of thinking. Deputy Collector Fish and Monroe and Appraiser Stearns argued the point persistently, and advised that one of two methods might be employed by the importers as a solution of the difficulty; First, the importers interested might combine and draw up the facts involved, citing their grievances, and requesting the Secretary of the Treasury to pass upon the subject at the earliest moment; second, that the duty of 100 per cent. ad valorem be assessed on one invoice of the goods, an appeal be made from the ruling of the Collector, and a protest entered at Washington, so that a decision might be reached upon the issue. This latter suggestion Mr. Fish urged as perhaps the better to be pursued, but the importers demurred and seemed undecided as to the best course to pursue. In the meantime dealers must go on filling orders at a very serious loss.—*N. Y. Fishing Gazette.*

Eight Thousand Locomotives.

(Journal of Commerce.)

The Baldwin Locomotive Works, Philadelphia, have just completed and shipped engine numbered 8,000. The first locomotive built at these works was turned out in December, 1832, and it took twenty years, until November, 1852, to build 500 engines. The second 500 engines were built in eight years, number 1,000 being finished February, 1860. The next six years saw the third 500 built, number 1,500 leaving the shop July, 1866. The fourth 500 were built in three years, by October 30, 1869; the fifth 500 in two years, and the sixth and seventh 500 each in one year, engine 3,500 leaving November 20, 1873. Business then slackened, three years being required to build the next 500, and two years the following, engine numbered 4,500 leaving December 17, 1878. Then trade improved, 500 engines being built in fifteen months and 1,000 more engines in twenty months, while 500 more engines were finished in ten months, number 6,500 leaving December 6, 1882, and marking a half century for the works. The next eight months saw 500 more built, and before the close of 1884 number 7,500 was turned out. Work has again slackened, and nineteen months were required for the final 500 locomotives, number 8,000 having just left the establishment.

"GEISS."

—THE IMPROVED— NEW CHICAGO —OR— **"GEISS" LAMP**

52½ Candle-power—has the brilliancy of —TWO GAS JETS— AT ONLY ONE SEVENTH the Cost. Burns common Kerosene oil and uses the ordinary chimney.

It is cheap, durable and effective.

H. P. MARQUIS.

THE KEY TO HEALTH.

BURDOCK BLOOD BITTERS

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