are the highways by which logs must

to improve the rivers and build

Lands Department in the

years to enable the trade to continue

its fight for existence. Mr. Jack's

provements he proposes is a good one,

as far as it goes and would doubtless

not see its way to do better. In view

Lands in other sections of the province,

A Great Scheme

It is proposed to reduce the ocean

voyage from America to Europe to

ninety-six hours or less. A Company

is being organized, backed, it is said

by the Grand Trunk Railway to build

a railway by a route along and on the

north shore of the St. Lawrence to a

point on the Straits of Belleisle, and

another from a point in Newfoundland

directly opposite thereto to Cape Race.

A ferry on the straits will connect the

will connect at Cape Race and run di-

The Northern and Western

Railway.

Excursion from Chatham to Black-

BUILT ROAD.

An Enjoyable Trip.

HE WHOLE LINE FROM CHATHAM TO FRED

ERICTON TO BE OPENED NEXT YEAR.

ber last, there had been nothing in the

THE EXCURSION TRAIN

rect to Brest, France.

Business

SKATING!

The Management of the Skating Rink have this season made a

REDUCTION in their Scale of Prices for Admission. The following will be the rates for the Skating Season:

Lady's Skating Ticket, 14 years and over \$2.75 Child under 14 years, Family ticket, to admit 2 parents and l child, or Guardian and 2 children Extra Family ticket to admit any additional member of the family, "Except Gentleman of 18 years or over," each
Single Admission Skating
"Promenade

Skating ticket holders in Costume will be admitted to Carnivals free. The Rink will be open on MONDAYS, TUES-DAYS and THURSDAYS, from 2 p. m. till 10 p. m., and on SATURDAYS from 10 a, m, till advertisements." The RINK BAND will play an entirely new selection of popular and pleasing Music; and the harmony-loving patrons of the Rink will have an opportunity of revelling in its sweet strains two

evenings each week.

Tickets for sale at Mackenzie's Drug Store and the store of the Secretery. GEO WATT, D FERGUSON, Secretary Chatham, Dec 161885

PORK, FLOUR, MEAL, MOLASSES, TEA and a full line of choice family Grozeries, Crockery Glass and Earthenware, Boots and Shoes, Hats, Ties and Scarfs, and ready made Clothing. At lowest cash prices.

FOR SALE.

Wesleyan Church Property This lot has a frontage of 931 feet on Cunard St. and 50 feet on Duke St., and will be sold with buildings &c. as they now stand. This is one of the best business stands in town. The buldings are in good repair and suitable for Warehouse or Factory. Possesion Given on the first of June next. Price Low and Terms Moderate.

J. B. SNOWBALL.

NEW BRUNSWICK. To the Sheriff of the County of Northumberland or any Constable within the said County, WHEREAS John McCall, John Sterling and Joseph Sheehyn, creditors of the Estate of Donald Buckley, late of the Parish of Rogersville in the said County, deceased, have by their petition dated the Twenty third day of December, instant prayed that James Harnett, the Executor of the last Will and Testament of the said Donald Buckley, may be cited to render an account of the administration on the said Extension of the said. his administration on the said Estate of the said deceased, and that the said account may be passed and allowed. You are therefore required to cite the said James Harnett to appear before me at a Court of Probate to be held at my office, Newcastle within and for the said Count, on Thursday the Fourth day of February next at the hour of Eleven o'clock in the forenoon, and then and there produce and file his account of administraion on the said Estate and all vonchers and papers connected therewith in order that the said account may be passed and allowed; and you are further required to cite the heirs and next of kin of the said deceased, the creditors and all others interested in the said Estate to appear at the aforesaid time and place to attend the passing and allowing of the said account of administration. Given under my hand and the seal of the said Probate Court this Twenty fourth day of Decem-

(Signed) GB Fraser, Registrar of Probates for said County

(Signed)

ber, A D 1885.

THE Advertiser wishes to ascertain whether any newspaper in Canada has within a year or two advertised for heirs of Jeremiah Smith, formerly of Lesemahagou, Lanarkshire, Scotland, who settled in Granville, Nova Scofia, about the JAS. NEILSON.

MATRASSES - - -

SAM . THOMSON,

Judge of Probates,

Chatham, Miramiehi, N.B

General Business. ATCAPTIAL PRIZE, \$75,000

Louisiana State Lottery Company

State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducied with honesty, fairness, and in good jaith toward all parties, and we authorise the

Company to use this certificate, with facsimiles of our signatures attached, in its

We the undersigned Banks and Bankers

will pay all Prizes drawn in The Louisiana State Lotteries which may be p resented at J. H. OGLESBY, Pres. Louisiana National Bank.

SAMUEL H. KENNEDY, Pres. State National Bank A. BALDWIN. Pres. New Orleans National Bank.

Incorporated in 1868 for 25 years by the Legislature for Educational and Charitable purposeswith a Capital of \$1,000,000—to which a reserve und of over \$550,000 has since been added. By an overwhelming popular vote its franchise was made a part of the present State Constitute adopted December 2d A. D. 1879 The only Lottery ever voted on and endorsed by

Its Grand Single Number Drawings take place monthly, and the extraordinary Drawings regularly every three months instead of Semi-Annually as heretofore, beginning March 1886. A SPLENDID OPPORTUNITY TO WIN A FORTUNE. FIRST GRAND DRAWING, CLASS B, IN THE ACA MUSIC. NEW ORLEANS, TUESDA FEB. 9, 1886 -189th Monthly Drawing CAPTIAL PRIZE, 75,000 100,000 Tickets at Five Dollars Each.

IST OF PRIZES. do do PRIZES OF \$6000 9 Approximation Prizes of \$750 ..

Application for rates to Clubs should be made For further information write clearly, giving full. address. POSTAL NOTES, Express money Orders, or New York Exchange in ordinary letter. Currency by Express (all sums of \$5 and M. A. Dauphin.

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

more money than at anything else, by taking an agency for the best selling Northum berl and Book. Beginners succeed gradually.
None fail. Terms free. HALLETT BOOK Co., Port-

> MIRAMICHI Steam Navigation Company

The adjourned Annual Meeting of the Miramichi Steam Navigation Company will be held at the Temperance Hall, Chatham, on Friday, January 15th, next, at three o'clock, p. m. WM. MURRAY, Chatham, Dec. 19th, 1885.

Purdy& Currie.

FURNITURE! FURNITURE!

WHOLESALE & RETAIL. WATER STREET, CHATHAM, N. B

We beg to quote the following low prices to the public for the remainder of the year: PARLOR SUITS-Walnut Frame, from \$40.00 up to \$300.00 12.75 BEDROOM SUITS from 14.00 SOFAS-Walnut Frame, from 4.75 LOUNGES from STUDENTS' EASY CHAIRS 5.50 from

The above goods are our own make, and we Guarantee Satisfaction We also keep on hand a large stock of

Centre Tables, Extension Tables,

CHAIRS, ORGAN STOOLS, WASHSTANDS, SIDEBOARDS and BEADSTEADS, which we are offering at small advance on

Call and examine our stock and if we have nothing on hand to less leader checked Russian aggression suit you, we can make to order in short notice. Re-upholstering and Reparing done on the Premises.

PURDY & CURRIE.

Nov. 2nd, 1885.

Water Street, Chatham, N. B

1.75

LAURENCE'S SPECTACLES.





A further supply of those celebrated SPECTACLES just arrived. realization of mere theories. He is We are daily fitting glasses to persons who are delighted at being still in the prime of life and will, no able to procure a properly adjusted Spectacle and who have been doubt, render great and important sertormented with cheap glasses, which ruin the sight. We fit them vice to his country, either as the pilot on scientific principles and guarantee perfect sotisfactisn. Testi- of her ship of state or as the leader of monials from hundreds in this County.

AT THE MEDICAL HALL, J. D. B. F. MACKENZIE. Chatham, Oet. 14th, 1885

YEAR---1886 1886---HAPPY NEW

TO ALL.

Sutherland & Creaghan, NEWCASTLE. Immense Bargains! Tremendous

Reductions! SWEEPING LOW PRICES IN DRESSES, MANTLES, HOLIDAY

NOVELTIES and MEN'S CLOTHING!

In fact, \$50,000.00 WORTH OF GENERAL DRY GOODS duces the cost of transport to a mini-MUST BE SOLDOFF before Stock-taking, REGARDLESS OF mum, and we dredge our rivers and COST. WHOLESALE AND RETAIL.

Sutherland & Creaghan.

Removal.

The ADVANCE office is removed from the old stand Upper Water Street, to the building next (east) Messrs. Guy, Bevan & Co's Office, Lower Water Street, "We do hereby certify that we supervise the arrangements for all the Monthly and Chatham. Quarterly Drawings of The Louisiana

Miramichi Advance,

JHATHAM, N. B. - - - JANUARY 14, 1886.

The British Prime Minister. The Marquis of Salisbury, the pres- essary roads is not, of course, available ent Prime Minister of England and from private sources. It may be truly head of the Conservative party, is the said that the lumbermen have labored inheritor of a name that has occupied a and the government has reaped the prominent place in British history for | profit of their operations. It would, depicted the Barnaby river location as a more than two centuries. Not only is | therefore, be only restoring their own | bottomless bog, equal to he the heir to vast and ancient proper- to them if the Government were to exthe two great statesmen-wise old lumbermen have paid to the Crown Burleigh and humpbacked Salisburywho so ably guided and led the councils of Elizabeth during her long and brilliant reign. Lord Salisbury was proposition for "financing" the imfirst known as Lord Robert Cecil, the second son of the Marquis of Salisbury, and when young, he quarrelled bitterly be resorted to if the government could with his father who banished him from Hatfield, the home of his ancestors. Owing to his obstinate and dictatorial have absolutely given away the Crown old sire refusing to act justly towards him, he was poor, so he made up his there can hardly be any objection to mind to gain a living by his pen in the this one helping to make those of the ranks of journalism. His strong, vigor- North Shore more valuable both to the ous and brilliant articles in the old Tory | public and the lumbermen who have Quarterly and Saturday Review, as well already paid enough in cash to puras his trenchant and taking leaders in | chase every acre of value at the prices the London Standard soon brought him of twenty years ago. prominently before the public and stamped him as a man of not only great talents but keen mental vision. When at last heentered Parliament, his stern, unbending toryism, to which he gave expression with a haughty frankness all his own, made him anything but popular among even the members of his own part;, and so strong was this feeling that one of the prominent writers of the day characterized him as a hopeless s atesman, and said he could never be the leader of the Conservative party. As time wore on, however, he became more liberal in his views and opinions and when he accepted the position of Secretary of State for India in the Government of the late Lord Derby,

he was highly esteemed and respected by his party, who looked upon him as the champion of the reactionary element in the cabinet. During the time he occupied this position he gave the most striking evidence that he was possessed of great political and administrative abilities. Within a week after his appointment, it is said that he mastered with ease and astonishing rapidity the details of Indian policy, and during the time he held that high and important post no member of the Government interfered with him and no member shared his responsibility. When Disraeli brought in the Tory Reform Bill of 1867 he was bitterly opposed to it, and, in consequence, resigned the Indian Secretaryship and left the Government. This he did, not because he was an enemy to the march

of progress and the spread of liberty gentlemen. among the people, but because he was apprehensive that the granting of household suffrage might involve cona smoking and baggage car and a refreshsequences fatal to every bulwark of ment car and it left Chatham station a society as well as the government of few minutes after eleven o'clock in the forenoon, in charge of Conductor Dunbar, the country. By this act Lord Salisbury showed the defects of his political vision as he could see the dark shades of the picture but not discern the light. He could conjure up to himself the

the engine being No. 13, driver, Vanstone. THE EXCURSIONISTS numbered about one hundred and included the Manager, Mr. Snowball, Messrs Alex. Morrison, F. E. Winslow, John mischief and the ruin with which the Shirreff, John Flett, L. J. Tweedie, B. Reform Bill menaced the constitution Stapledon, R. Flanagan, D. G. Smith, M. but he ignored the antidotes to these S. Hocken, W. T. Connors, Alex. Brown, which were forthcoming in the genius, R. B. Adams, Thos. Flanagan, A. J the associations and traditions of the Loggie, Geo. B. Fraser, F. F. Busteed, English people. In the course of years Thos. Crimmin, Wm. Anderson, Andrew his statesmanship became gradually Morrison, J. L. Stewart, Wm. Wilson, more practical and more susceptible to Wm. Johnston, D. T. Johnstone, sr., D. T. ments scattered along the beautiful Mir. the country's ever-changing require- Johnstone, jr., W. C. Winslow, Geo. amichi valley. ments and finding that the evils he Stothart, J. Curry, E. Johnson, Danl. Finn, Robt. Murray, jr., W. B. Howard, feared were merely chimerical, he be-Wm. Wyse, M. Hickey, A. D. Smith, came reconciled to Disraeli and with Jonathan Doran, Myer Moss, Alex. Burr, his power and influence helped that Thos. Delaney, J. T. Griffin, John Bell, statesman to carry out his bold policy. Jas. Buckley, Chas. Gunn, John Shank, R. He also shared the honors of the fam-Burbridge, Robt. Wall, M. Troy, Geo. ous congress of Berlin in which his fear-Cassady, Fred Pallen, Thos. Haviland, John McDonald, E. A. Strang, Angus and brought home with him to Eng-Ullock, J. Y. Mersereau, Thos. Fountain, land "Peace with honor." Upon the J. J. Brown, Geo. Blewitt, Thos. Fitzdeath of the Earl of Beaconsfield Lord patrick, W. A. Loggie, J. M Ruddock, Salisbury succeeded to the leadership Peter Trainor, Thos. Buckley, Wm. Mc of the conservative party and is, to-Mahon, Angus Buckley, Geo. Latour, day, what would have been called, Alex. McClellan, Chas Barnett, Geo. Staples, John Fraser, M. Brennan, H. twenty years ago a Liberal statesman. Lord Salisbury has been prime min- P. Marquis, F. W. Russell, Jas Desmond, ister but a few months but his brief | William Tingley, Alexander Robinson, premiership has been able, practical James Searle, Benjamin Flood, Andrew Hay, and a number of others. and fairly responsive to the needs of account of the trip written for both the the period. The able manner in which ADVANCE and Telegraph appeared in the he has settled grave difficulties with latter paper on Monday last as follows, -Russia and in Egypt, as well as the The trip from Chatham included, of line of policy he is pursuing in foreign as well as domestic affairs, shows that his head is no longer "on fire," but

course, the run over the CHATMAM BRANCH RAILWAY, nine miles, and the condition of this line, that he has profited by the experience as regards both its road bed and equipof the past and has ceased to aim at the ment, was the subject of favorable conment. The old rails, which were loaned by the Dominion government to the company a few years ago, and with which a smooth and even track could not be laid. have been replaced with new sixty-pound a loyal Conservative opposition, as Parsteel rails, which are really heavier than those of the I. C. R. main line. The nell and his followers may determine. Chatham road having but minimum grades and curves and the grading and Suggestion to Our Lumbermen. masonry being first class, it is now quite as good a line as the best portions of the In a letter by Edward Jack Esq. I. C. R., while its rolling stock and enwhich will be found in another column. gines are also first-class. Running at 40 a practical suggestion is made for the to 50 miles an hour, the cars went smoothconsideration of Miramichi lumbermen. ly and the Junction was reached in a Mr. Jack is well-informed on almost quarter of an hour, although there was a every matter relating to the lumber instop and run-back of a mile or more to dustry, and is particularly well actake up Mr. John Flett of Nelson, who quainted with our forests and rivers and awaited the train at Ivory's. Of all the the practical work of logging and lines feeding the Intercolonial, this is the

stream-driving. His suggestion is

based on sound premises and the ex-

Brunswick. We make good highways,

instead of continuing to use the trail

or portage road, because we find it re-

remove obstructions therein when it is

accommodation, night and day, north and perience of some of the other provinces south—on that railway, a matter of which where the science of lumbering is better understood and practiced than in New the Chatham people are justly proud. After a slight delay at the junction. where orders have to be obtained before the crossing of the I. C. R. can be effected, the excursionists were off

only one that runs trains to connect with

every passenger train-both express and

FOR BLACKVILLE OVER THE NEW ROAD, through a shoal or blow up a rock than water-tank, a short distance above Barna- from the bridge is to have vessels and boats constantly go- by River, to fill the tender. The run

the watch to avoid the dangers, delays through woodland and a few hundred yards of bog, the remainder of the route and losses which they may cause. On to Blackville being all through settled or the same principle our rivers, which

The bog referred to, being only about reach the mills should be cleared of the half a mile from the junction, is said to obstructions which cause so much dehave afforded much capital a few years lay and expense in driving, while the ago for the opponents of the Northern & simple science of husbanding their Western, who claimed that the whole waters by means of dams should also location, from the I. C. R. to Blackville by the present route, was through a bog. The portage road proposition is a It was called in Newcastle-and, perhaps, good one, which has already been is yet -the "bog line", that nickname besomewhat discussed since the building ing the outcome of a debate on the subof the Valley Railway has been going ject before the municipal council of Northumberland, when the battle of the on. Its construction would, undoubtroutes was being fought. On that ocedly, cheapen the transport of men and casion Mr. Park-now one of the county supplies to operations on the important M. P. P's-appeared as solicitor of a rival company, who favored a junction with the The capital that would be required I. C. R. at a point between the two Miramichi railway bridges, as agaiust one at Chatham junction and crossing the Miramichi at Derby. Some of the councillors were matter-ot-fact men and when Mr. Park, with apparently candid fervor,

THE DISMAL SWAMP. ties but he is the lineal descendant of pend twenty five per cent of what the a councillor whose broad and fruitfu acres sloped in their verdure to the brink of that stream challenged the learned gen-

> "Where is this bog," said he. "In the region round about Barnaby River," said Mr. P., "and, indeed anywhere you've a mind to venture along the south side location.

"It's no such thing, and I want Mr. Park to tell us any spot along that of the fact that former Governments cation where there's no bottom," said the "Well," said the unabashed Park,

> the councillor must know, I must it's where the engineer's levelling apparatus fell into the bog and sunk so fast that it could not be recevered." "It never happened, and I know what I'm saying," retorted the councillor. challenge Mr. Park to name the place."

"The place! Don't I tell the gentleman that it's where the instrument wen down in the soft mud," replied Park. "It's all a dod gasted yarn, and challenge Mr. Park to name the engineer

who lost it!" velled the councillor. Mr. Park, however, was equal to emergency, as he assured his irate questioner that if he dare venture to the spot and dig down far enough into that bog and recover the poor engineer's instrument, he would, no doubt, find the name engraved on it.

BARNABY RIVER,

The bog, however, like the other obtwo Belleisle ends and ocean steamers jections made to the line as now constructed, seems to have grown very small, for half a mile before Barnaby River was reached the train passed by snng farmhouses surrounded by fine outbuildings and well fenced fields, with cattle and sheep in considerable numbers enjoying the spring-like day. Here the road approaches the beautiful Southwest Miramichi, near Barnaby Island, and crosses the Barnaby river on a fine truss bridge of two spans, each 150 feet. On the op-FAST RUNNING, OVER A WELLposite bank of the Miramichi is Millerton. where the well-known hemlock barkextract factory of Messrs. Miller is lo cated, and on Thursday the convenience of the road to these gentlemen was shown by a number of cars being unladen of Although the Northern and Western, hemlock bark at Cushman's siding, which or Miramichi Valley Railway, has been is just opposite Miller's. The question as opened between Chatham and Blackville to why this bark was not taken direct to for regular traffic since about 1st Decem- the factory via the I. C. R. and

INDIANTOWN BRANCH. way of a colebration of the event until the latter running through Messrs. Mil-Thursday, 7th inst., when an excursion | ler's yard, naturally presented itself, es trip was given by the Manager, J. B. pecially as the contractor for the Indian-Snowball, Esq., to a number of Chatham | town branch, Mr. Snowball, claims that line to be finished, excepting a small portion of the fencing. It was explained, consisted of two first-class passenger cars, however, that the railway department was in no Murry to accept the branch as finished, because that would bring upon it a pressure to open it for traffic-just what the government don't want at the present time, especially in view of the fact that they were obliged to let the Dalhousie branch remain suowed up for some two months last winter, and that is a line on which there is quite an important traffic. The government's apathy in connexion with the Indiantown branch is, however, no ill wind to the Northern & Western company, who are quite ready to do Messrs. Miller's freighting, as they must continue to do that for the many important business concerns and settle-

Leaving Barnaby river farms, the train passed upward to the Southwest Boom headquarters, and on by Chelmsford and Russell's-three important stations-the route being all the way through a wellsettled farming district and running beside the Miramichi. At Russell's the road leaves the river and enters

A WELL WOODED COUNTRY, ntersected here and there by fair-sized streams flowing into the Southwest. The greatest distance of the line from the Miramichi is four miles, which is across the peninsula-like section ef country whose farthest point is Indiantown.

A run of ten miles through the woods, which abounds with heavy lumber, juniper, cedar and hardwoods, was followed by one of two miles through farms along the south bank of the Miramichi, with those on the north bank in view, and

THE PRETTY VILLAGE OF BLACKVILLE in the distance, forming a most attractive picture, even at this unfavorable season, and suggestive of such a summer scene as any artist might win fame in transferring | the whole party. Indeed, he thought, it to canvas. It would be difficult to find, almost anywhere, such a group of strong points for an artist. There is a wealth of the same sentiment for others for the river and enough of woodland to bring out | privilege which had been afferded them the well kept fields and farm buildings, of realizing what the pluck, push and all in the fore and middle grounds, while the fine residences of Messrs. Fairley and

the McLaggans, the saw mill and the dam at the mouth of Bartholomew River, the church and the imposing highway and railway bridges, backed by the wooded nills which rise away above all in the distance, make Blackville from the rail way approach a lovely spot. THE BRIDGE OVER THE SOUTHWEST. The railway crosses the Miramichi a few hundred yards above the Fairley mill, and Mr. Winslow.

which is at the mouth of Bartholomew. The bridge is similar to that over Barna-

by river, with this difference, that the road-bed rests on the top chords at Barnaby, while it is on the bottom chords at the company who had gone earnestly into endeavors to make the Exhibit useful as Fortnightly Review : The Origin of the the Southwest. We had opportunity to the Miramichi Valley enterprise, as he well as creditable to the Province. examine the latter bridge thoroughly, and | had into that of the Chatham branch, in to hear the opinions of good judges of such work, who expressed most agreeable he had spent most of his life and the surprise in reference to it. Both the shore and mid-stream piers are of solid the Miramichi generally. He was glad to masonry. The blocks of sandstone of know that the drawbacks and discouragewhich they are built are large, and put ments with which the company had met trophy to display the woods of New Brun- Living Age began with the year affording seeming to be strong and heavy enough hoped that all interested-and who among equal to anything of the kind ever got up. Here, again, was a smooth and solid steel- to defy even the mighty floes which the us was not?—would go heart and hand in large pages each (or more than 3,300 pages railed road, along which the cars went at spring freshets will doubtless assault earenst endeavors to make the enterprise | 12 feet long, and it will be 12 feet high a year) the subscription price (\$) is low; possible, because it is cheaper to cut a high rate of speed, stopping only at a them with. Less than a quarter of a mile a paying and beneficial one. (Cheers.) at the highest point on each of its four while for \$10.50 the publishers offer to

BLACKVILLE STATION, NEWCASTLE | ing around them, with their crews on | from the junction is just three miles, | situated on the farm of Mr. Underwood | one, after going from Chatham to | long, will be placed on end, the bark being | Co., Boston, are the publishers,

-a spot as level as a cricket field and, Blackville and back in one day, would left on. This will be capped with small in every way, fit for the purpose. Here a feel very much like speaking, but, by square panels, each of a different variety of number of people met the excursionists, next winter he hoped to see the whole wood, each panel being surrounded by although the run up was made so quickly Northern & Western line open, so that small pieces of wood with the bark on. that the village was taken by surprise, trains could not only go to Blackville, but Above these panels will be five larger and visitors to the train, who closely ex- run between Fredericton and Chatham and amined and inspected the fine new cars not only so, but carry as many passengers formed of saplings with the bark on. The and engine of which it was composed, kept arriving every minute to welcome the visitors and express their satisfaction over the prospects opened to them by the railway company's enterprise. The train had a wait of three hours at Blackville before returning, and the time was very agreeably spent in various ways. The manager had stocked the refreshment car with plenty to eat and drink, cider, however, being the limit in the direction of the exhilarating, unless hot coffee may be considered better in that line. It is needless to say that the announcement of 'lunch' met with a response as prompt as the readiness with which it was made, as the train slowed up to the station : for while all were anxious to do the village thoroughly, and had no reason to doubt its spirit of hospitality, the mid-day hour

resulted in keen appetites, which constituted an immediate claim for consideration. Among those at the station were nearly a dozen Chatham mechanics—employes of Mr. James Carter, contractor for the erection of the station buildings-who appeared as glad to see so many familiar faces as they were to point out the evidences of progress all around, which had grown with the construction of the railway, and to praise the deservings of the people Blackville. The latter, also, led by Mr. Scott Fairley, extended the hospitality of their place to their visiting friends, many of whom, in teams and on foot, were taken to and about the village, driven to adjacent points of interest and generally made to feel that their visit was appreciated as its occasion was auspicious of increased business and social intercourse

and rapid run through thirty miles of

country new to many on board, had

It would be strange indeed if, with changes that have taken place in Blackville within a few months in respect of business facilities, the people there were satisfied with their old mail accommodation. The railway company has given them daily trains and telegraphic communication with the outside world, and they naturally and very properly expect the postal authorities to give them a daily mail, for which a petition to the postmaster general was being signed before the visit of the excursionists. There is now a tri-weekly mail between Fredericton and Newcastle, carried by stage and serving that is of course a slow business and calculated to make the people impatient in presence of the daily trains running to their doers. Both Millerton and Blackville, at least, ought to have a daily mail by the N. & W. if the post-office departiment would keep abreast of the times.

About 3 o'clock "all aboard" was the word, and the train moved off, but not towards Chatham. Many supposed that when they had reached Blackville station -30 miles from Chatham-they had passed over the Miramichi portion of the Northern & Western as far as was completed. but here they were speeding along at a 40mile clip towards Doaktown, 21 miles distant, and then they now thought they might possibly see in a few minutes. After a 10-mile run, however, over a piece of road as smooth as that between Blackville and Chatham, the train slowed up. stopped and backed to Blackville station, while those on board realised, for the first time, that, as a matter of fact, less than thirty miles of the whole line between Chatham and Fredericton remained to be railed, while the grading for nearly all the distance is done, and the opening of the Industrial Drawing; for Standards in

TOWARDS DOAKTOWN AND FREDERICTON.

date next season abundantly assured. From the end of the rails above the point where the excursionists stopped on Thursday -a mile or two not yet ballasted -to Doaktown, is only about 11 miles, and Boiestown, the point to which trains are now running daily from Fredericton, 18 but 17 miles further, all practically ready for track-laying, and as a matter of fact, men on the finished road between Blackville and Doaktown assert that on calm days, before a southwest wind, they can faintly hear the whistle of the Fredericton engine at the end of the Boiestown division of the line.

A SEND OFF. On the return to Blackville station from the up-river run, the excursionists and others assembled on the platform, where cheers were given for Blackville Western and its manager, Mr. Snowball, after which good byes were said, and at a few minutes before four p. m., the trainthis time attached to No. 15 engine, driver Robinson-left for Chatham. The 20 mile run to the junction was made in 38 minutes, including a stop for water. There was a wait of between six and seven minutes for orders at the junction and in 17 minutes more the train was at Chatham station, rine miles, including a stop at Ivory's to let Mr. Flett off.

A LITTLE SPEECH-MAKING. On landing at Chatham the excursionists gathered in front of the station buildthem, said he had been requested by the pleasure the occasion had afforded would be a neglect of duty on his part not to return thanks for himself and express energy of the company had accomplished. It was all really admirable, and while he was glad Mr. Snowball was present to realize how genuine the pleasure experienced by the whole party was, he regreted that the president, Mr. Gibson, was not also with them, so that he might be made sensible of how fully the people of Chatham appreciated his interest and labors, as well as those of Mr. Snowball, in their behalf. After cheers were given for Mr. Snowball, Mr. Gibson, the railway

Mr. Snowball thanked his friends on | don behalf of Mr. Gibson, the company and himself. He said he was but a member of order to benefit himself, the place where people by whom he was surrounded and had been all successfully surmounted and which when completed will probably be a favorable opportunity for the beginning

that at this time last winter no sections of the trunks of trees, each 3 feet Age for a year, both postpaid. Littell &

as there were excursionists this afternoon the regular traffic. If the railway did well-if it was successful-as it must be, running through so fine a section of country and connecting us centre and capital of the followed that the people of Chatham would do well, and that the the road would not only be felt by Mr. Showball but by the whole community He was glad to realise that all past differences as to the matter of route, etc., had been settled, and believed that there would be a general desire now on all sides so make the enterprise the success it deserved to be.

Cheers were renewed for the road, and the party separated with a general expression of unqualified satisfaction over all they had seen and enjoyed, voting the road a first class one, beyond their best expectations, and the trip a decided

Colonial and Indian Exhibition

We have received the following circular from the Education Office, Fredericton, -1. This department has been requested to participate in the Colonial and Indian Exhibition to be held in London during the early part of 1886, and having undertaken to make an Educational Exhibit in connection therewith, respectfully solicits the co-operation of Teachers and Boards of School Trustees throughout the Prov-

2. The Exhibit will consist (1) Specimens of "Manual Work," and of Examination Questions set to pupils in advance of Standard VIII; (2) of Photobetween the communities now so happily graphs of School Buildings, both exterior and interior; (3) of School Desks and Seats adapted to the respective grades of pupils, Maps, Text-Books, Apparatus, Specimens of Provincial Woods and Minerals as used for illustrative purposes; copies of the prescribed Course of Instruc. tion and of the School System, with tabular synopses of the same; 4 School Reports with a Sketch of the Educational

map-drawing, industrial drawing, sewing | change. and knitting-all as practised in the respective Standards: -For Standard I Printed Words (in pencil) of the same form and size as on the Lesson Sheets; the many post-offices along the route, but I for Standard II, Print-Script exercises (in pencil), the exercise to consist of three or four simple questions with their answers on any lesson in Reader I, and Representa- portant era in the history of this work. tion of School Room as embodying first Early in the approaching summer it is ideas of a map; for Standard III. Print hoped to have the gap closed up, and Script exercises of the same nature as for Standard II on any lesson in Reader II: Representation of portion of city, town or school district or map of the county, Two Specimens of Industrial Drawing; for Standard IV. Print-Script or Writing as preferred,—the exercise to be a simple connected narrative formed from the questions on any lesson in Reader III : Map of the Province and Two Specimens of Industrial Drawing: for Standards V and VI. Print-Script or Writing as preferred-exercise to be from Reader IV. connected narrative as in Standard IV: One of the Maps required in the Standard, two specimens of Industrial Drawing : for Standard VII. Written Abstract of some reading lesson in Reader V. One Map and Two Specimens of Industrial Drawing; for Standard VIII, a Descrip. tive Paragraph constructed from elements. the elements should also be written on the paper-One Map and Two Specimens of through line to Fredericton at an early advance of Standard VIII, Maps and Specimens of Industrial Drawing as practised in the school.

> Specimens of Sewing and Knitting as practised in the respective Standards, or in Schools where this branch is not graded, specimens of work done.

4. It is recommended that all the pupils in a Standard participate in the exercises required of the Standard, and that the larger number at least of the specimens be forwarded. [The object of the exhibit It Takes but a Little Courage to Get is not to display the performances of the exceptional pupils only, but to show the general character of school work done in the Province.]

5. Cartridge paper 12x15 inches should be used for maps, and large post letter paper (ruled) about 8x10 inches for printscript written exercises, or for specimens of examination questions set to pupils in and Mr. Fairley, for the Northern & advance of Standard VIII in Grammar and Superior Schools. [The paper may be procured from any bookseller in St. John, Fredericton and probably in any other part of the Province. Teachers in poor school districts, who wish to participate in the exhibit can be supplied with paper on application to the Education

> 6. The name of the School and the number of the Standard should be written at the top of each paper, and the name of

many who, like himself, had enjoyed the into a package the size of the paper, and package should be protected with pasteboard or some material equally suitable to prevent chafing.

> 8. It is recommended that the size of photographs of school buildings be 11x14 to receive them.

> 9. All exhibits should be forwarded to the Education Office, Fredericton, not later than February 15th.

It is in contemplation to hold an exhibit in St. John on the last Friday of February of specimens of School Work, of Photos. of School Buildings, &c., which have been forwarded before being shipped for Lon-

WM. CROCKET, Chief Supt, Education. Education Office. Fredericton, N. B.

icited to co-operate with Teachers in their

The Gleaner says, - "The New Bruns-

Mr. Tweedie being called for said sides. Upon a foundation of plain wood, send any one of the American \$4.00 monthlies or weeklies with The Living

panels divided from each other by columns panels will be planed and polished. At -all paying full fare of course -as part of the foot of each panel the transverse sections of trees will be shown grouped artistically. At the tops of the panels will be oblique bars showing various kinds of stains. The bottoms of the columns will be turned, the top carved. Surmounting the panels will be a cornice, showing scroll sawing and moulding, the spaces being filled with small tree trunks laid horizontally. A cap piece will bear the words "Woods of New Brunwick, Canada." Upon the panels leaves will be painted, and stuffed animals will be placed on points of advantage. The design we understand is by Mr. John Howe of St. John. Messrs. J. & J. D. Howe of St. John are preparing the trophy, one half the cost of which the Dominion Government has

A Novel Propeller.

A 100-foot boat with a singular motive

power is building in a Brooklyn ship-yard, the design of Mr. Townsend, foreman of the yard. A little ten horse-power steel engine will be placed in her hull and used to compress air, 500 pounds to the square inch, which will then be stored in a vessel similar to those used in soda-water fountains. It will then be mixed with vaporized crude petroleum, which forms an explosive to be fired by an electric spark through cylinders leading to holes in the side of the vessel. This causes a power ful concussion on the water and gives the motive power There are two holes on either side, twelve feet from the stern which run almost parallel with the sides. These are used for forward propulsion. Two more, nine feet further forward, at right angles with the sides, will stop the boat by a simultaneous discharge or turn her by a single discharge. By experimen ts already tried it has been demonstrated that seventy-five explosions a minute can be obtained, each, one with force enough to blow an ordinary flagstone eighty or ninety feet. The boat has been built for S. Secor & Sons. It is said that any kind of vessel affeat, either sailing or steam, can be altered in a very short time and necessary engines put in. The boat 3. Specimens of Manual Work should when launched will be rigged as a schooner embrace printing, print-script, writing, and the trial will then take place. - Ex

[St. [John Telegraph.] By Rail to Blackville

The opening of the Northern and Western Railway from Chatham to Blackville. a full and interesting 'account of which is furnished in other columns. marks an imthrough communication by rail supplied from Fredericton to the North Shore. Great credit is due to the energetic promoters of the work for the rapid and vet thorough manner in which the construction has been carried on in the face of

many difficulties. The new line opens with a good freight ousiness in transporting supplies and merchandise of all kinds to the lumber camps and merchants up the Miramichi river and its branches, saving twenty to thirty miles of teaming from Derby siding on the Intercolonial and Chatham station and town, the tormer head uarters of teamtransport service for some 50,000.000 feet of logging operations. When opened throughout the line promises to have a capital traffic in both freight and pas-

Our correspondent very properly calls attention to the need of the postal authorities promptly taking advantage of the facilities now afforded by rail for giving daily mail service to the towns and villages along the route. Millerton and Blackville, at least (the former only about a quarter of a mile from the siding at Barnaby River), ought promptly to be served in this way. The postal authorities should be on the alert to closely follow the new railway openings as they occur, in order to supply a daily mail

Rich.

The bright winter sky at New Orleans.

La., on Dec. 15th, 1885, saw a strictly nonest distribution of the 187th Grand Monthly and Extraordinary Drawing. conducted as usual entirely by Gen'ls G. T. Beauregard of La., and Jubal A. Early of Va. Over half a million dollars were scattered everywhere. Ticket No. 69,255 drew the First Capital Prize \$150,000. sold in tenths at \$1 each-one to Leon Marthe, 19 St. Charles st., New Orleans. La.; one to J. C. Webster and Heck Barry, Carrolton, Ky., paid through Citizens' National Bank of Louisville, Kv. : one to Mesdames Margaret A. Nagle and Mary W. Knell of Memphis, Tenn.; one to C. R. Lewis of San Francisco, Cal. one to J. Marzolf, of Jake's saloon, Black' Station, Yolo Co., Cal., paid through Bank of Woodland, Cal.; one to Chas. T. the pupil at the bottom near the right Pardee, care Carhart & Bro., 49 Park Place; another to Max Polatschek, 17 7. The Printed, Post-Script and Written John street, both of New York City, etc. papers for a Class or Standard should be No. 14.928 drew the Second Capital Prize ing and Mr. F. E. Winslow, addressing fastened together with paper fasteners of \$50,000, and was paid to the First Na. and all the papers of a school made up tional Bank of Portland, Me., in one check on account of Wm. M. McArthur very pleasant trip of the day, to express forwarded by Express or Book Post as of Limington, York Co., Me. Ticket No. may be found the cheapest. The drawing 51,794 drew Third Capital Prize \$20,000, papers should not be fastened, but the sold in tenths at \$1.00 each—one to T. C. Hand, No. 449 W. 7th st., St. Paul, Minn.; one to A. M. Gendron, Boston, Mass.; one to Geo. N. Tichenor of Tucson, Arizona; one to A. T. Beck of Lancaster, Ohio, paid to Lancaster Bank inches, and of class-rooms with the pupils there; one to T. C. Caughterty of Elizaseated 5x7 or 5x8, but if Trustees find it ville, Ky., paid through Exchange Bank more convenient to forward photos. of a of Flemingburg, Ky.; one paid to Anglodifferent size the department will be happy | Californian Bank (Limited) of San Francisco, Cal. Nos. 62,378 and 85,966 drew each \$10,000, sold in tenths also-so they go everywhere. For any information of the 189th Grand Monthly Drawing to take place Tuesday, Feb. 9th, 1886, apply to M. A. Dauphin, New Orleans, La-It takes but a little courage to get rich.

> LITTELLS LIVING AGE. - The number of The Living Age for the week ending Parents and Trustees are earnestly sol- January 9th has the following contents The Coming Contests of the World. Alphabet, Contemporary Review: Irish Shootings, Macmillan; Leopardi, Nine. teenth Century; A Walk in the Faroes. Macmillan; Fortune's Wheel, Blackwood: Contemporary Life and Thought in Calverley, Saturday Review; and poetry