## General Business.

CAPITAL PRIZE, \$75,000

Louisiana State Lottery Company

"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 conducied 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."

Deauregure luch

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

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

Incorporated in 1868 for 25 years by the Legis lature for Educational and Charitable purposeswith 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 The only Lottery ever voted on and endorsed by the

It never scales or postpones Its Grand Single Number Drawings take place monthly, and the extraordin-A SPLENDID OPPORTUNITY TO WIN A FORTUNE. TENTH GRAND DRAWING, CLASS K, IN THE ACA-DEMY OF MUSIC, NEW ORLEANS, TUESDAY, OCTOB ER 12, 1886-197th Monthly

APTIAL PRIZE, \$75,000 100,000 Tickets at Five Dollars Each. Fractions, in Fifths in proportion. CAPITAL PHIZE. PRIZES OF \$6000

9 Approximation Prizes of \$750..... 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 etter. Currency by Express (at our expense) ad-

M. A. Dauphin. or M. A. DAUPHIN, Make P. O. Money Orders payable and address Registered Letters to

NEW ORLEANS NATIONAL BANK,

PORK, FLOUR, MEAL, MOLASSES, TEA and a full line of choice family Groceries, Crocker Glass and Earthenware, Boots and Shoes, Hats, At owest cash prices.

## JUST RECEIVED 10 BARRELS

Malaga Grapes, 1 CAR LOAD CHOICE WINTER PPLES.

1 MIXED CAR CANADIAN APPLES ONIONS,

CHEESE. ETC. ETC

BOTTOM PRICES D CHESMAN

SAMPLES' DOMINION

Liniment.

THE BEST EXTERNAL REMEDY before the public for Lameness, Spavins, Sweeny, Sprain 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 ure Cuts and Burns upon the Human Body; also, Frost Bites, Chillblains and Sold wholesale by J. D. B. F. Mackenzie and retail trade.

**ADVERTISERS** Can learn the exact cost of any proposed line of advertising in American Papers by addressing Geo. P. Rowell & Co., Newspaper Advertising Bureau, 10 Spruce St., New York.

Send 10 cts. for 100-page Pamphlet Notice to Mill Owners.

THE Subscriber is prepared to furnish his PA-TENT LOG CARRIAGE SHIFTING MA-CHINE, to any parties requiring the same, or supply drawings, etc., toenable parties to manufac-The above is in use in several Mills on this River. nd perfect satisfaction is guaranteed Full inform: tion given by application to the Sub-

# ROBERT McGUIRE.

125 barrels Patent Flour, Morning Star. 125 "Challenge. 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

1000 rolls Room Paper. ROCER FLANACAN.

To arrive and daily expected-225 Tons Old Mine Sidney Coal in the Schooner VERITAS.

\_\_\_ALSO:\_\_\_ 400 Tons Anthracite Coal in Broken, Stove and Nut sizes in the Schooner ADELINE from New York, Which will be sold cheap from the

Thos. F. Gillespie,

General Business.

As I have now on hand a larger and better assortment of goods than ever before, comprising Japanned, Stamped AND

Tinware, and inspect before buying elsewhere, as I am now selling below former prices for cash

The Perless Creamer, ROCHESTER LAMP, The Success OIL STOVE. ----Also a nice selection of----

Parlor and Cooking Stoves withPATENT:TELESCOPIC OVEN

A. C. McLean, London Teas Direct per S. S. CLIFTON.

I can offer the Tea drinking Public the best qualities Tea at prices that will astonish purchasers

---IN STORE. 30 Packages Tea, in ½ Chests,

Wholesale and Retail. ---ALSO----

From MONTREAL by RAIL 2 Casks Boiled oil 2 Cases Turpentine 5 Cwt No 1 White Lead " assd. Cols. in small packages

ALREADY MIXED FOR USE In my Auction Rooms and other places, on Commission. -Farmers tools, Stoves, Mattresses, Furniture Carriages, Waggons, Buggies, Harness, Hay, Codfish, Sewing Machines, in fact almost anything that cannot be got else where —GIVE ME A CALL.

> WM. WYSE, Auctioneer and Commission Merchant Golden Ball, Mart, Chatham, 5th July, '86

## Groceries Etc.,

100 Puns. 40 Tierecs Barbadoes Molases. 15 Barrels 1 Car Oatmeal. " H. P: Beans 50 Barrels New Plate Beef. 20 half bbls, Med d Mixed Pickles, 50 Cases Canned Corn, and Oysters' 100 Boxes Valencia Raisins 54 Cases Colmans Starch 20 Barrels Raw and Boiled Oil

GEO. S. DeFOREST, t. John N, B, July 1886.

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

New devices for convenience on Wash day-ave labor and lighten the work left to be done. H. P MARQUIS,

# Pork, Fish

200 Bbls. Brown FLOUR: 125 bbls, CORN MEAL do. MESS PORK 150 Quintals new CODFISH 40 Cases CANNED OYSTERS do do PEACHES.
do COLEMAN'S MUSTARD.

Geo. S. DeForest.

CONFECTIONERY FRUITS ETC. Fresh Goods of Superica Quality

Always to be found at M J. STAPLES'S

## Groceries

Groceries and Provisions New and Fresh goods at lowest rates.

J. Ferguson & Co., Water St. Chatham GROCERY DEPARTMENT

---- Offering cheap-DAMAGED CORN MEAL, BAGS and BARRELS. will sell at low price.

W. S. LOGGIE

You can save money by buying your Pork, Bee Flour, Molasses, Tea, Sugar, Tobacco, Rice, Barley Dried Apples, Currants, Lard, Butter, Cheese Ready Made Clothing, Overalls, Hats, Shirts Collars, Ties, Rubber Coats, Rubber Boots, under ware, Boots & Shoes in Men's, Women's Misses & Children's sizes. ---ALSO Dress Goods, Corsets, Hose, Frillings, Gloves, Ladies' Collars, Ginghams & fancy small wares, Crey Cottons, from 3½cts., White Cottons from 7 cts., and Fancy Prints, from 8cts., per yd at

F. W. Russell's CHEAP CASH STORE, Black Brook SHOVELS.

J. FERGUSON & CO. 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 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

Chatham, N. B \$75 A MONTH AND EXPENSES TO AGENTS.

Write immediately and secure this offer Particulars free. GRAY & CO., St. John, B.N.

Miramichi Advance,

- - SEPTEMBER 30,1886

Examine it Fairly.

A special correspondent of the New York Herald has been John, and wishing to obtain for that great journal an intelligent and reliable opinion in reference to the feeling of our people respecting their political situation, conversed with Mr. John V. Ellis, editor of the St. John Globe. The correspondent's minutes of the conversation having appeared in the Herald, Mr. Ellis' utterances have naturally attracted public attention. This was to be expected, especially as they deal with subjects themselves forward to that position, and it is a matter of regret that some of the provincial papers refer to the Herald article in a way that suggests the idea that they lack either the courage or the ability to discuss the an ability and honesty of purpose that do him great credit. Carping. sneering and evading the issues raised-issues which are forcing themselves upon our notice more and more every day—will not satisfy the spirit of investigation and enlightened criticism that is abroad in the Maritime Provinces in respect to our political relationships, and the journalists who think they can afford to attempt the stifling of public sentiment with impunity will only awake, in the end, to find themselves behind the times. with which they should move along and out of sympathy with the people, who soon discard those who ought to lead instead of misleading them.

Mr. Ellis gave the Herald correspondent a remarkably terse and correct epitome or the manner in which confederation was carried in New Brunswick, and of the causes which have led to and are at present increasing the manifest discontent of our people with their present political relationships. He also discussed the questions of repeal and annexation and inclined to the opinion that a Maritime union would be the means of our securing reciprocal trade with the United States, which. it is believed, we are prevented from the provinces of Ontario and Quebec. In order to weaken the effect of this loyal and truthful declaration-loyal because it voices the sentiments of all who wish to see the Maritime Provinces restored to the prosperity of which Confederation has deprived them—the cry of being an annexa- of true national life. tionist is raised against Mr. Ellis, and it may not, therefore, be amiss for us to remark that the meaning of the political term, annexation, as ap plied to a closer connection between ourselves and the United States, is fast losing its harsh, unpatriotic sense. It is becoming associated with the idea of the reuniting of that which was separated by tyranny and revolution and has been used by superficial politicians and mouthhonoring loyalists as a bogy and bugbear to frighten us into what they call British propriety. The tendency of this is to create distinctions where there are no differences and to discourage the oneness of people of the same race language and institutions. We are fast tearing down this arbitrary political barrier to commerce, civilization and our best material interests and aspirations, by the continuous migration of "friends countrymen and lovers," who are compelled to scale the political prison to find an their enterprise and inherited freedom. That "one touch of nature'

which "makes the whole world kin" is particularly sensitive in our race and is growing too strong and affectionate to be cabined within limits that have no legitimate definition, except on maps, in custom houses. and by the dicta of politicians who

live on our passions and prejudices. We venture to say that Britith interests, in the universal acceptation of the term, are more loyally supported in the United States than they are by the corrupt, demoralizing resolution, that it is afraid to meet administration and constituency that the people in judgment, vet it is fawns and hangs on the tottering eager to anticipate them by having steps of "Old Mortality" and "To- an election this year, if only sufficient we asked to be loyal? To a party or to both, and where we see such a divided duty it is easy for honor to decide. The interests of the state-at least of our portion of it—are becoming diametrically opposed to those who, by means of a judgment that is bought and sold in the political shambles at Ottawa, would hold us

chessboard. Perhaps in the manifest destiny of this continent and the English-speaking race that dominates it, it were well that all artificial lines were freedom might, "like a sea of glory' spread from the tropics to the pole. There is no reason or necessity why we should esteem people in Australia or South Africa as brethren, while we call our neighbors in the United States who are in everything more fraternal name of cousins. The difference is a pure fiction, while sameness is a realised fact every day of our lives. Whether we lay our

Great Britain or the United States.

our pillow is equally secure, and we wake to find varieties of the same predominant race, but nothing foreign or uncongenial. In all, the same sense of existence under the ægis wrung from oppression at Runnymede pervades, for the Magna Charta is the same living confession of political faith wherever the tongue that pronounced it is spoken. Those whom nature has joined together it were

mats to wrench or keep asunder.

By what obligations are we bound to perpetuate the blundering absolutism of George III. and the narrow ministers who inspired him? who in spite of the eloquence and insight of such men as Pitt, Burke and Fox-supported by the wisdom of the country but defeated by the prejudices of such a party (only which are either factors in the active on a more royal scale) as we have at politics of the hour, or are crowding Ottawa-extinguished the brightest star in the constellation of the empire in the War of Independence. Would not our fame be greater in history were we to redeem such a wanton error and regain to the empire, in its original sense, what was there lost, but now returned a hundred fold during a century questions which Mr. Ellis treats with of unexampled progress. We should not be fastidious about the name by which the process is called-whether it be annexation, association or federation that accomplishes such a feat of statesmanship, for, the fact is, we are longing to be in the one fold. The new leaven that we would introduce into the social and political life of the Uni ted States would be an important consideration to them for the material benefits we would derive. Instead holding the waters of national life on this Northern Continent pent up cisterns of unequal measure, why not break them down and allow the flood of nature's bounty to flow into one placid lake, whence whoever will may none making him afraid? Besides all this, annexation, the incorporation of our interests with those of the United States may, to the mind's eye of the patient, sagacious and discerning be the nemesis if not the nepenthe of our marriage in haste and repentance at leisure leap in the dark, during the false courtship of Confederation, when we were flatter ed, cajoled, cozened and seduced into an unequal match with two who were antagonistic neighbors, and who combined to bury their hatchets' in our puzzled brains to settle their differences; or it may be the eventual solution of a question of alien influence in the near future, the shadows of which are casting themselves ominously across our affairs, but to meet which we, doing by our present alliance with alone, have not the spirit to denounce

or the courage to oppose. A scheme af cosmopolitian civilization on this continent, superior to race, sect and party, seems to be he design of a power above the devices of politicians, to the completion of which we should be always found consenting, lest we be aiding to quench the spirit

There may be yet another contingency looming up in the possibilities of the future, which must commend itself not alone to the loyal windbag, but to the true loyalist" whose deeds proclaim his heart," viz-the safety and integrity loafer and the briefless barrister, who of the United Kingdom from the machinations of a European combination and a league against the very existence of motherland-the cradle of all our liberties, civil and religious. The consolidation of this continent into one body, representing the Britain," whose policy would be peace. suggests a moral and, if need be, a phy sical force opposed to such modern vandalism, and would subject emperors, kaisers and autocra's to a pressure under which they dare not stir save with the assurance that they were doing so under the eye and subject to the surveillance of those both ready and able to say, "thus far shalt thou go and no further.

The Political Outlook rumors that are affoat respecting a dissolution of the Canadian parliament and a general election there must be confusion and indecision which indicate a fearful looking for of judgment to come in the councils of the Government at Ottawa. strong government, confident in its integrity, and supported, as that of Sir John A. Macdonald is, by a large majority, should not be looking this way and that for means by which it may divert the public eye from its deformity, or for some sensation by which it may entrap the country as it did in 1882. It shows, by its irwarrant were given that the result would be successful. By their efforts and tactics the ministers are shown to be conscious of an enquiring spirit abroad which is troubling the political waters with questions that demand answers which had better not be given; and they realise that the popularity bought with money and offices vanishes with abuse and extravagance and the hunpawns on their gerrymandering gry demands for more plunder now denied by an empty treasury.

When it is also considered that the administration is only, in point of ability, a mere rump of what it was, and that it has little of the personal influence hysterics to the contrary, notwithstandwhich it once exercised; that the reobliterated, and that a policy of good | cent additions are only lay figures to will, common sense and unobstructed fill blank files in its ranks, and are mostly patches on tatters to keep them together and the wind out; that they are more the result of the press-gang of necessity, or the coverty of principle and pocket which falls into line and swears allegiance to anything that pays, ence, of the best even of their party, mind awakens to the question whether heads to sleep in Canada, Australia, country against another.

every day, which is being mixed and midst of inextricable confusion and disaster, which only separation or annexation can solve.

The fisheries, reciprocity, tariff-resecession in Nova Scotia-with which New Brunswick is in sympathy--increase of debt and Senate reorganization are some of the most pressing impious for demagagues and diplo and conspicuous matters in arrears and with which the Government is, in the main, unwilling or unable to deal, and which will swamp it, leaving their satisfactory solution as the legacy which Sir John A. Macdonald's indolent patriotism will bequeath to his suc-

It is, perhaps, not out of place for the people to talk of the old Liberal Party and its traditions, but that party has, in part, ceased to exist for the purpose of actual political warfare. While we treasure its traditions we are, at the same time, reminded of the apostacy of many whose names were honored because of their association with it, and who have helped to work incalculable injury to the country by abandoning its principles and policy. From the people, themselves-from many of them, too, who have been misled and deceived into a thoughtless and blind faith in the party led by Sir John A. Macdonald-will come the support of those who are the leaders of the present opposition, who, with the latent strength, courage and nonesty which a general election will develop, will form a new Liberal and national party, whose policy will be economy and just administration. It is not to the opinions of four or five years ago, but to the judgment of to-day, enlightened by experience, that the appeal must be made and it will be made faith and hope that the violators of public trust and conscience will driven from their seats to make room for better and purer men. The broom is about reduced to stubble. Let us have, at least, a new one that wil reach into the corners and crannies of every official department to extract and sweep away not alone dust and cobwebs, but the official spiders who watch and work only for themselves. Let us wash and be clean, if it is only for a day, that we may not altogether lose the refreshing sense of what that con-

The make-weight of public opinion is on the swing and is, after all, those who change their minds who decide the issues between the partizans on both sides. Many are now on the fence of indecision and more are following. The want of moral courage to confess mistakes holds not a few in the slavery of association and party trammels; but let us hope that there is animation even in the dry bones of prejudice. Let us hope that they will yet combine and live in the flesh, and, rising up, come an army enlisted on the side of freedom, honesty and good government. Then, the professional politician must make way for the interested citizen as the only proper representative of a people who must prosper, if they may, by the sweat of both brow and brain. The political boss and is brieffess because none will trust him, must be told that if they do not work neither shall they eat the bread they would tax, or secure bribes or subsidies to buy their way to positions which

they degrade.

The County Jail. The Advocate says the jail at Newcastle "is in a filthy state at present," which statement, we think, is a sample of that paper's weakness for misapplying words. It is the Alvocate's misfortune that it is either at one end or the other of everything-it is al vays superlative when not insipid and highly exalted when not wallowing in the slough of despond. The jail is neither much worse nor much better than it has been for many years, and if the Advocate could, in the past, endure the sight If we may judge by the various our criminals bereft of the luxuries for which we are indebted to modern sanitary science, there is no special, immediate or pressing necessity, for providing them with palatial quaters just now. The mare of renovating the jail, with special reference to its sanitary improvement, has been frequently urged upon the Municipal Council, and but for the extravagant ideas of such people as those who have told the Advocate to say we have a land fund of \$8.000 available for a ne structure, a modernised building with every requirement for jail purposes might now be adorning the shiretown. Our friends up there should remember that the fact of our having a few thousand dollars in a certain fund, is no good reason why it should be unneces sarily expended. Our juil requirements are not so large that we should spend many thousands for a new and costly building, when every business knows that if he had the matter to decide he would, for a thousand fifteen hundred dollars, renovate the present structure, and thereby provide the county with a sufficently good jail for the next quarter of a century. We hope the ratepayers in the different parishes will make it a special condition with the councillors they may elect for next year that they shall vote against this proposed extravagance. Builders who have examined the jail say it can be remodelled and made perfect in a sanitary sense for one quarter the sum

going to be changed that if Sir John A Macdonald and his party came into power, if that power was renewed by he election of 1882, that they would put a law on the statute book that named by the Advocate. Let the efforts of the committee and council be exercised in that direction, the Advocate's

## That Branch Railway.

The Advocate says the Indiantown Branch is completed and taken off the the contractor's hands; and, to show that it is thoroughly in the confidence of the managers, it says "a carload of deals for the crossings has yet to be dethan representative, by their promin- livered." Why it makes the latter statement, in view of the fact that the closely related tous, by the cold, un- it is not surprising that the public deals referred to were delivered a week or two since can only be explained on it is safe to trust in an administration | the well-known theory that "a little that has lost the sense of responsibility knowledge is a dangerous thing. Now, up by playing off one section of the traffic should be opened on it, if ever, for it is a season of the year when, there

of public business, growing greater river, the Advecate says there is no necessity for its being operated. We muddled by both incapacity and in- call attention to the fact that we have difference, and that may land us in the said, all along, that the government did not intend to open the road for traffic. Nor, when those for the gratification of whose whims the fizzle has been perpetrated have been told that form, liquor traffic, French discontent, the joke has been carried far enough, the Advocate falls into line and practically takes back all it has said. Th muzzle has be effectually applied and it would be better for the Advocate not to give away the fact by making further reference to the subject.

## How it is Working.

One day last week a carload horses, fully equipped with harness and other "rigging" for operations in the woods, left Bathurst for the Ottawa district. Another carload is being made ready at the same place and for the same destination. These horses are owned by Messrs. R. A. & J. Stewart and were engaged last year in the Gloucester lumber woods. They are now withdrawn therefrom and will not be replaced, as their owners declare they cannot lumber there except at a loss, owing to the high rate of stumpage, in New Brunswick, coupled with the other disabilities under which the spruce trade is now struggling. Messrs Stewart will, we understand, not enter into any new operations in New Bruns-

## The N. & W. Railway

ested in an article on the above subject whih appeared in the St. John Sun last week and is now reproduced in the ADVANCE. It is the most complete sketch of the road and its history that we have yet seen, and is, no doubt, from the pen of Mr. F. H. Risteen, from Chatham to Fredericton a few days since.

THE WEATHER was very unfavorable for Wiggins' great storm and earthquake which he predicted would take place yesterday. Wiggins ought to be indicted or, at any rate, suppressed as a public nu sance. Such a charlatan is a disgrace to the Canadian Finance department, from which he issues his mischievous prophecies.

Mill:r's Tanning Extract Company.

The Lendon Financier contains the pa ticulars of the incorporation of the above company which has been organized "for the purpose of acquiring, carrying on and extending the old-established business o Messrs. J. & J. Miller & Co., the inven tors and original munufacturers of tan ning extracts for the use of tanners and other purposes." The prospectus of the Company, which has now been out for some time, gives the essential particulars connected with the operations of Messrs. Miller at Millerton and Mortimore, their estates, factories and plant, all of which will in a few days, finally pass under the

As we understand the matter, there will be no material change from the past. in either the work carried on or th personnel of the operating staff in con nection with the factories. The Board of Directors is composed as follows: -

Foster Mortimore, Esq. Chairman, Messrs Boutcher, Mortimore & Co) Lord George G Campbell, 2 Bryanston

Rhodes Cobb, Esq.. (Messrs Anning & Cobb) 11 Lime St. E C Chas A D Miller, Esq. (Messrs J &

Miller & Co. David Elder Miller, Esq. ( do The Bankers are the London and Westminster Bank; the Auditors, Messrs J & J Sawyer & Co., 3 Adelaide Place, London Bridge, E. C. and the Secretary, pro

iem. D H Swayne. Eq. The office is No. 9 Leather Market, S. E. It will, thus, be seen that Messrs Mortimore & Chas A. D. aud David E Miller form a majority of the board Messrs. Chas A D and David E. Miller have agreed to act as Managing Directors of the Company for a term of five years, renewable, at the Company's option, for a further term of the same duration. The capital stock of the new Company is placed at £100,000, while the concern' at a valuation of £41,750 of which \$20,000 is to be in fully paid up shares of the company. The stocks on hand are taken at cost price. Altogether, the prospects of the new Company are first rate, and we wish them every suc-

## The Liberal Demonstration at Menc-

Mr. A. A. Stockton, M. P. P., dressed the meeting next to Mr. Mc-Inerney. After referring to the promises of the Tories in regard to what their policy in general and particular would do for the country he said .-

Let us refer to the public records of the country, and ascertain, if we can. how far those promises have been carried out by the actual results. We find that for the three last years of the Mackenzie administration, viz.: 1876-'7 and '8 we imported into Canada \$285,-620,095 worth of goods. We exported during these years some \$236,000,000. or in other words there was an excess of imports over exports during these years of \$49,620,000 a year. Now, we were told that that was all

would change that entirely, so that the exports of this country would altogether siding (between the I. C. R. bridges exceed the imports. How has that romise been kept? Let us take the years 1883, '4, '5, and we find that the total imports into this country were \$357,592,531; exports, \$275,782,000; the excess of imports over exports. 81,810,000, or a yearly average excess of imports over exports of \$27,270,000, the Northern and Western Railway Comas against some \$16,500,000 during the last three years of the Mackenzie administration [cheers.] That, ladies and gentlemen, is the way in which this policy has cut off the imports and increased the exports. It is the very reverse from what we were promised. importing more to-day than formerly. We are exporting less of manufactured goods from the Dominion of Canada to-day than we did. for instance the account of manufactured goods for year 1878, the last year of Mackenzie gevernment, which was \$4 .-715.776, while in 1885 it had dropped to \$3,794,229. Our imports have in- Western Railway Construction Company. creased, our manufactured exports have decreased, and it could not be otherwise. In the very nature of things if you put a high tariff on the raw material coming into the country you cannot possibly expect our manufacturers to Western Company has under construction compete in the markets of the world the branch line and self-respect, and is only propped when the road is finished, and when with those manufacturers who are not compelled to pay such heavy duty on

the raw materials.

1878 and 1885? In the former \$239,-527 and in the latter \$70,643, and mind you, ladies and gentlemen, while in the latter year the manufacture was carried on under the fostering protection of the N. P., the export was only seventy thousand odd, but a mere bagatelle on the former export trade without the N. P., and yet this is the policy that was to make us prosperous and was to build up our manufactures, our varied industries and make every man, whether wage earner or capitalist, rich and put the country in a great state of prosper-

Now, again compare the months of January and February, 1884 and 1885, and we find that our exports to Great Britain were in 1884 \$642,790 and in 1885 \$334,720; our imports during the same period were for 1884 \$3.920,035 and for 1885 \$4,570,340. From these figures and facts you see the very reverse of what our opponents said it

Now, sir, if there was one thing more than another that was brought to the attention of the people of this country, it was that we were to cultivate greater trade relations with the mother country trade relations with the United States, and yet, iu 1878, the total volume of our business with the mother country was \$83,348,873; in 1885 it was \$83, 278,768, or some \$70,000 less than in the United States in 1878 was \$71 478,-628, and in 1885 the total volume of our trade with that country rose to the large sum of \$81,934,452, or over \$10, 000,000 more than it was in 1878 From this we see that while our trade has actually decreased with the mother country it has increased with the United States; yet this was under the pol-Our readers generally will be inter- closely to the mother country. (Ap-

## [St. John Sun.] & Western Rail

way. BLACKVILLE, DOAKTOWN AND BOIESTOWN.

Legislative History and Fu ! Description of the Line-The Resources of Farm and First it will Develop. (FROM THE SUN'S FRAVELLING CORBS PONDENT.) FREDERICTON, Sept, 20.—The Northern and Western Railway two years age exist-

only in name. Now the Road is a matter of history and trains are running daily between Gibson and Chatham. glance at the somewhat chequered legisative record of this great enterprise. In 1872 an act was passed by the New Brunswick legislature incorporating the Northern and Western Railway Company. It authorized certain persons, Sir Hugh Allen, Sir A. T. Galt, Hon. P. Mitchell. Alex. Gibson, Thomas Temple T. F. Gil lespie, Hon. Wm. Muirhead, Wm. Swim John McLaggan and others, to construct a line of railway "from the town of Chatham, passing through the counties e Northumberland and York to Fredericton, with the necessary branches." Until 1875 no further move was made, when a number of gentlemen formed a company under the subsidy act of 1874, which provided a grant of \$5,000 a mile for a line described

in the first section as follows :-'From the city of Fredericton or the parish of St. Marys, in the county of York passing through the counties of York and Northumberland, to a point on the Intercolonial Railway, either in the parish of Nelson or the parish of Derby in the county of Northumberland."

From 1875 to 1883 surveys were made but the work of construction was not entered upon. In 1882 the local legislature passed an act by which \$3,000 a mile was provided for a number of railways including the Miramichi valley line. It was stipulated

therein that the line should run-"From the city of Fredericton or the pacish of St. Mary's, in the county York, passing through the counties of York and Northumberland, to some point on the Intercolonial Railway, either in the Parish of Derby or the parish of South-Esk in said county and th ne, if advis-

able, to Beaubear's Point, so called. At the same session the Northern and Western Company's Act of 1872, was amended in these terms: -

"In lieu of the line of railway which the said Northern and Western Company are authorized to construct under acts relating to said company, shall be a line of railway from the town of Chatham, or from the parish of Nelson, or from some point in the Parish of Derby or parish of South Esk, in the county Northumberland and York to the parish of St, Mary's in the said county of York or to the city of Fredericton.'

a revival of that of 1874) providing a subsidy of \$3,000 a mile, and under the company's act of incorporation, that the centract was made with the local govern ment by the present company. Now, as

THE DOMINION LEGISLATION relating to the road: By the Genera' Subsidy Act of I882, \$3,200 a mile was granted by the Dominion parliament to the Northern and Western Railway Com. pany for the portion of the proposed line extending from the Intercolonial Railway to Dunphy's, so called, a distance of 32 miles. In the session of 1883 another subsidy act was passed under which the subsidy offered to these 32 miles was re voked and a like sum per mile granted for sidy offered the session before for the eastern end of the line It was supposed that this subsidy (for 40 miles) would cover the distance from Gibson to Boiesshort, sufficient subsidy to include the remainder was granted in the session of of the Intercolonial Railway from Derly following year, under another general subsidy act, \$3,200 per mile was given pany for the construction of their railway branch to Boiestown. Thus the portion of the line to which subsidies apply are as follows: Local subsidy of \$3,000 per mile for the whole line from Chatham junction to Gibson; Dominion subsidy of \$3,200 per mile from Blackville to Gibson. The Indiantown Branch, which runs parallel to the line on the opposite side of the South-west, was built for the Dominion Government, by Mr. Snowball as contractor on behalf of the Northern and It is not the purpose of this sketch to allude to the local dissensions which attended the fixing of the eastern terminus of the line. At present the Northern and

FROM BLACKVILLE TO INDIANTOWN, about nine miles in length, which is cov Besides this, there is an accumulation is a large quantity of freight going up- boots and snoes in the Dominion of sidy. The company was organized as at the Junction. Until we approach the

Canada. How many boots and shoes follows, under the title of the Northern were exported in the same two years -- and Western Railway Company of New Brunswick: President-Alex Gibson, (Marysville.)

General Manager-J B Snowball, (Chat-

DIRECTORS-These gentlemen together with John Pickard, M. P., (Fredericton) John Gibson and Alfred Rowley, (Marysville), W. B. Snowball, (Chatham), John McLaggan, (Newcastle) Secretary-George F. Gregory, (Eredericton.) Upon the death of Mr, Pickard, Alex.

Gibson, jr., was appointed director in his

stead. The survey upon which the pres-

ent line was located, was conducted from the Chatham end of the line by D. F. Maxwell, C. E. Substantially that survey has been followed. The engineering staff has been composed of J A. Ruel D. F. Maxwell, H. Hancox, H. M. Bal. kam, Frank McInnes, C. H. Ruel, A W Stratton, E. G. Evans and F. Britt. Construction was commenced almost sim. ultaneously at the Gibson and Chatham ends of the line. Mr. Gibson has from the beginning supervised the work from Gibson to Doaktown (63 miles), and Mr. Snowball, the operations between Chatand to encourage, as far as possible; ham and that point (53 miles). The Chatham branch which now forms a part of the Northern and Western had of course then been constructed and in operation for some years. The contract for the con-The total volume of trade with struction of the entire road was undertaken by J R Ruel, he and his sub-contractors employing over 2,000 men in the summer of 1885. At the close of 1885, 60 miles of the road were sufficiently completed for the running of trains, the Gibson force having reached a point above Cross Creek, forty miles up, and the Chatham contingent, Blackville, 20 miles icy that was going to bind us more from the junction. Since the winter of 1885 the work of construction has been carried on by the company itself. As the tracklaying crews approached each other this summer great rivalry prevailed among the men as to which crew would reach Doaktown first. About the middle of August the two crews met on the banks of the Miramichi, the eastern section having arrived a few hours ahead. Two spans of the Doaktown bridge are now completed and the third will be ready in about three weeks, when the last link in the great undertaking will be supplied. About five miles of road remains to be ballasted on the eastern section. On the western section the whole of the line is being now re-ballasted in a most thorough manner, the work being pushed forward from both ends at once.

THE ENGINEERING DIFFICULTIES. which will be alluded to in more detail hereafter, were very much more important on the Gibson end of the line than east of Doaktown. To equip the line throughout 10,700 tons of steel rails (60lbs) were employed, and the company have still on hand 1,500 tons of steel rails available for the Indlantown branch and other extensions. The ties required num' bered about 285,000. A remarkable scarcity of ballast was experienced on the eastern section, while from Doaktown to Gibson abundance of material of the very best quality was found, In some in stances ballast had to be conveyed to points on the eastern section as far as 23 miles. On the eastern section of the road the line is particularly straight, the proportion being 92 per cent. of straight line. In the 431 miles from Chatham Junction to Doaktown there are only two curves exceeding three degrees, one of five and one of six. The only grades are those necessary in climbing from the water level to the flat lands along the north side of the river. The heaviest one is 65 feet to the mile. The rolling stock of the line at present consists of eight locomotives. three first-class passenger cars, one second-class car, two combination cars for passengers and baggage, 85 flat cars, 13 box cars, two snew-ploughs and one flanging car. For finish and comfort the first class passenger cars have no superiors in the province. They are from the Laconia Car Company, N. H., and are finished in native woods. Some of the freight cars were built in the company's workshops at Chatham; the remainder at Harris & Co.'s establishment in St. John, All of the rolling stock is of the most substantial description. Three of the locomotives were purchased at the New York Locomotive Works, four from the I. C. R., and one at Toronto. Freight engine No. 11 weighs 55 tons, and the drivers pro

nounce her a very superior locomotive.

THE STATIONS ALONG THE LINE

and their mileage from the Chatham end

are as follows: Chatham, Ivory's, seven

Chatham Junction, nine, Upper Nelson, fourteen; Chelmsford, sixteen and a half; Gray Rapids, twenty-five; Blackville It was under the Act of 1882, (in part | twenty nine and a half; Upper Blackville, 39; Blissfield, forty-six; Doaktown, 52; Stewart's sixty; Ludlow, sixty-five, Boiestown, sixty-nine; Astles' Crossing, seventy-four and a half; Clearwater, seventy-nine; Portage Road, eighty-one; Upper Cross Creek, eighty-six; Cross Creek, ninety-one; Covered bridge ninety three and a half ; Zionville, ninety-eight Durham, 102; Nashwaak, 104; Manzer's Siding, 106; Penniac, 109; Marysville, 1131; Gibson, 116. The station buildings are neatly painted, roomy and the most tastefully designed in this province. On Saturday last your correspondent passed over the Northern & Western from Chatham to Gibson, having the honor to be the first press representative to make the through trip. The town of Chatham is the largest and perhaps the busiest town on the North Shore. It has a population of 5,000 and exhibits steady progress. In the rear of the business section are many fine residences. Among its churches is a very handsome brick structure recently built by the Methodists, of which body Mr. Snowball, like Mr. Gibson, is a liberal supporter. At the lower end of the town the Maritime Pulp Manufacturing Company (John A Fisher, manager,) is erecting a large factory. The timber trade of course is Chatham's chief industry. As many as 100 ships have ocupied the river at one time and the ex. port of deals once reached 160,000,000. Mr. Snowball employs about his mill an average of 300 hands. The Chatham Branch Railway, over which we are now speeding at the rate of 30 miles an hour, exclusive of siding Y at the Junction, nearly a mile in extent, is nine miles long. From 1872 to 1874 the line was constructed, and in 1876 the opening took place, Mr. Snowball foreclosed the mortgage of the company which built the road and purchased the property at sheriff's sale. For a time, owing to the extensive repairs required, the road showed a balance on the wrong side of the account, but of late there has been a considerable INCREASE THE EARNINGS

every year. Recensiy the road was equipped with 60 lbs. steel rails and placed in an A I condition throughout. Fresh fish, chiefly salmon, smelts and bass, form a large item of traffic-1,900 tons of fish having been shipped from Chatham in 1884 and 2,100 in 1885. The rolling stock of the road, consisting of two locomotives, one first and one second class car, one flat car and a flanger, is of course largely supplemented by Intercolonial cars, as no trans-Take for instance the manufacture of ered by Dominion but not by local sub- fer in freight to or from Chatham is made