

General Business.

UNPRECEDENTED ATTRACTION! OVER A MILLION DISTRIBUTED

CAPITAL PRIZE \$300,000.



Louisiana State Lottery Company.

Incorporated by the Legislature in 1868, for Educational and Charitable purposes...

"We do hereby certify that we supervise the arrangements for all the Monthly and Semi Annual Drawings of the Louisiana State Lottery Company..."

Commissioners. We the undersigned Banks and Bankers will pay all Prizes drawn in the Louisiana State Lottery which are presented at our counters.

J. H. OGLESBY, Pres. Louisiana National Bank. PIERRE LANAUX, Pres. State National Bank. A. BALDWIN, Pres. New Orleans National Bank. CARL KOHN, Pres. Union National Bank.

GRAND SEMI-ANNUAL DRAWING In the Autumn of 1887, New Orleans, La., Tuesday, December 13, 1887.

Capital Prize, \$300,000

100,000 Tickets at Twenty Dollars each. Half on 1st of December, 1887; the rest on 1st of January, 1888.

Table listing prize amounts and ticket counts: PRIZE OF \$300,000 (1 ticket), PRIZE OF \$100,000 (3 tickets), PRIZE OF \$50,000 (10 tickets), PRIZE OF \$25,000 (30 tickets), PRIZE OF \$10,000 (100 tickets), PRIZE OF \$5,000 (300 tickets), PRIZE OF \$2,500 (1,000 tickets), PRIZE OF \$1,000 (3,000 tickets), PRIZE OF \$500 (10,000 tickets), PRIZE OF \$250 (30,000 tickets), PRIZE OF \$100 (100,000 tickets).

For Club Rates, or any further information apply to the undersigned. Return mail delivery will be assured by your enclosing an envelope with the address.

MA. A. Dauphin, New Orleans, La. or M. A. DAUPHIN, Washington, D. C. Address Registered Letters to NEW ORLEANS NATIONAL BANK, New Orleans, La.

REMEMBER! The presence of a guarantee of absolute fairness and integrity, that the chances are equal and that no one can possibly divine what numbers will draw a Prize.

REMEMBER! The presence of all the NATIONAL BANKS OF NEW ORLEANS, and the Louisiana State Lottery Company, in the highest Courts; therefore, beware of any imitations or anonymous schemes.



HANLAN was beaten by Beach in Australia on 26th by two boat lengths.

Carquet and Shipigan Railway.

The opening of the last twenty miles of the Carquet railway—the division between Carquet Station and Shipigan—was completed on Monday last week, and the occasion was one of more than usual interest, not only to the people of the lower end of Gloucester County, but also those of Bathurst and more distant points.

For the completion of the road is not a matter of wonder in view of the magnitude of the undertaking, the difficulties that, for some time, stood in the way of its accomplishment, and the thousands of people whose material interests were more or less connected with it.

WINTER ARRANGEMENT. One of the Steamers of this line will be the JOE at 8 a. m. every MONDAY and THURSDAY, for BOSTON VIA EASTPORT and PORTLAND.

Caution & Notice. I hereby caution any and all persons against giving employment to my son, James W. Wall, a minor, without first making arrangements with me in reference thereto, as I shall hold them responsible to me for his wages.

Cheese! Cheese! IN STORE AND TO ARRIVE. 2,500 BOXES Factory Cheese.

Children Cry for Pitcher's Castoria.

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Children Cry for Pitcher's Castoria.

Miramichi Advance.

CHATHAM, N. B. - DECEMBER 1, 1887.

Explains.

Our readers were, no doubt, disappointed last week when they did not receive the ADVANCE, as usual. They will observe, also, that the first and fourth pages of this sheet bear last week's date, while this and the next page bears that of this week.

The reason is that the editor, on whom all the work of preparing matter for the paper falls, was suddenly prostrated by illness on Tuesday, 22nd and, for a week thereafter, was unable to even read a proof.

His physician advised that he must not leave his room [he is still confined to bed] for several days. We are, therefore, obliged to make this number of the ADVANCE do service for the two weeks, and hope our patrons will, in the circumstances, overlook the many deficiencies in the paper, of which we, as well as they, are fully sensible.

The Election.

The writ for the election in Northumberland, to fill the vacancy caused by the resignation by Mr. Park of his seat in the Assembly is issued. Nomination takes place on Tuesday next at Newcastle and polling day will be on the following Tuesday, 13th.

Two candidates' cards appear in this week's ADVANCE. Mr. O'Brien's has some marks about it which will lead everyone, even though they may not understand where all his profound acquaintance with the Consolidated Statutes was acquired, to congratulate him on having accumulated a huge pile of political chestnuts.

These intimations by candidates that they intend to rid the land of taxation and reform everything that is complained of, are too many to go down with the ordinary elector, for he has been fooled by them too often.

As for reformation in the administration of our Crown Lands, the implied attack on the gentleman of this county who preceded the present Surveyor-General, seems either ungrateful or deceptive on Mr. O'Brien's part, considering that it is under the alleged auspices of that political leader that Mr. O'Brien is now a legislative candidate.

We think it would be better all round if there were none of this beating about the bush over the matter. We do not think it will be successfully denied that the remnant of the Conservative party, led by Mr. Adams, has thrown Mr. Morrissey and induced Mr. O'Brien to offer, in the hope that, with their aid and such liberal votes as he may be able to secure, he will be the means of defeating and punishing Mr. Morrissey, whose offence is that he is not sufficiently pliant for the purposes of his late leader.

It seems apparent that independent conservatives will not follow the party leader in his desire to defeat Mr. Morrissey, any more than they did when he, himself, asked them to support him instead of Mr. Mitchell, while, as against Mr. O'Brien in his new political relationships, Mr. Morrissey may count on the good will and support of the liberals, also.

Good! Miss Abbie E. Gilmore, whose spine was injured, about a year ago, by a defective sidewalk in St. John, has recovered \$2,000 damages in a suit which she brought against the city.

Before making reference to the incidents of the excursion, and as it is the next thing to the barren, we may state that on leaving the latter, one of the richest agricultural soils in New Brunswick is entered upon. It is unlikely anything we have ever seen, so far, at the north, being a heavy red loam, rich, friable and clean.

The rest of the country from the Barren to Shipigan is composed of it and we have no doubt that the well-to-do appearance of the people of this district is largely owing to the abundance yielded to them by their particular share of the earth at Shipigan.

But to the excursion.—We left Bathurst on Monday morning about eleven o'clock. The manager and chief promoter of the road, K. F. Burns, Esq., was to the fore in good time and seemed anxious that as many as possible of the leading people of the county should enjoy the event which the excursion was intended to celebrate.

Mr. Burns, being the representative of the county at Ottawa, and having, generally, to run "fighting elections," might be expected to let "the other fellows" take care of themselves, but we were told that friend and foe, politically, were alike represented among the invited as indiscriminately as the French, English, Irish and Scotch—showing that how-ever staunch a follower Mr. Burns may be of the G. O. M. at Ottawa, there is "no bigotry" about him around home.

The party that started from Bathurst, therefore, was a decidedly representative one, composed of about seventy-five, the number of ladies included being sufficient to make it thoroughly enjoyable. Among the gentlemen were well known ones from points about Bathurst, who had driven quite long distances that morning to participate in the opening. At every station along the line the party was augmented, by both ladies and gentlemen—especially at Carquet and Pokemouche—so that when Shipigan was reached, it was some two hundred strong, the whole county, from Potet Rocher to Tracadie, being represented.

Of the character of the Railway it is sufficient to say that it is, perhaps, the best of all the local roads in New Brunswick. One of the reasons for this is because no similar work in the province is located for its whole length in a tract of country possessing equally favorable conditions from an engineering stand-

stone quarries are, car-loads of flour, of provisions, etc. were also on the road for Carquet or Pokemouche. Tons of smelts from Carquet go over the line every day. Pokemouche contributes a large volume of freight and Shipigan will, no doubt, not that railway facilities are afforded her, feel their quickening influences in the increased development of her resources. We were told that there are some 5,000 people in Carquet parish alone, and the country, settled as it is for miles upon miles, seems to verify the statement. In the lower section of Gloucester, too, there are business establishments of considerable importance, and whose reputation and credit stand well, not only in Canada but Europe, also; and around these has grown up an attractive, old-fashioned social system which is as remarkable for its honest, open-handed hospitality and good-fellowship, as for its conservatism in never losing its grip on the old and obsolete until somebody else's experience has established the fact that the new is undoubtedly the superior way.

In referring to the good farming lands through which the railway passes, we may say that the quality of these seems to grow better and better as the lower end of the road is approached, with one marked exception. We had, many years ago, some experience of that abomination of desolation known as the Big Bog, on the St. Stephen Branch, and we are indebted to a local ex-M. P. P. for a rather gloomy and much magnified picture of the little bog a few hundred yards from the I. C. R. on the line of the Northern & Western Railway. Having often passed over both we realised, on this Shipigan trip, what was upon us—or, rather, what we were on—when the solid, clean, sharp running of our train gave place to a now and delightfully easy sense of progress, in which all the accustomed train-motions and noises were pre-announced by the fact that our road-bed lay on a vibrating plane while the rails and sleepers, like the strings and bridge of some great viol da gamba sent up a diapason in which the click of the wheels on rail ends and their rapid-rolling contact on their faces were blended almost to harmony. We were on the Shipigan Barren. It seemed less than a mile across, and we wondered, when a native from the lower end of Carquet Parish, near by Chaleux, called it the "Great" Shipigan Barren. The man really seemed to wish it were much bigger, for he appeared quite un-enthusiastic when we told him we had an Ecumaine barren in Northumberland in which the little bog of Shipigan might be placed and hardly found after a week's search. That Shipigan barren, a mile across, is the only irreducible bit of territory along the line. It is an accumulation of light vegetable matter, black and spruce, springy and tracherous. The road lies upon its surface like a long pinto's bridge, and the frogs and snakes and lizards which, for ages, found elysium in its treacherous pools and clefts have been driven out by the quaking of the barren as the iron-horse has passed over it. Who can say, however, that even this waste may not be drained, that the vegetable matter, purged of water, may not be found a valuable fuel, and when a thousand years hence the peat-otter has reached the bed of the deposit, the frogs and lizards that have disappeared may not be found grown in their darkness solitude to the wondrous proportions of the pleiosaurus or the dinotherium. We part with the barren with regret, for it seems 'full of good possibilities and other things which we had neither time nor temerity to get off the train to examine, and our reason for noticing it particularly is in the line of duty as a faithful observer. Others have written of the road, but skipped the barren. That was anything but, fair to all concerned.

Tracadie, Councilor Wm. Waish of Pokemouche and others. At Shipigan there was a big crowd to welcome the train and here the invited guests of the Company were divided into a number of parties for dinner under the hospitable roofs of Rev. S. J. Donnet, Hon. Wm. Taylor, Mr. Philip McNeil, and E. De-Grace. Hungry excursions were never more satisfactorily entertained. The subjects of a number of city hotel fare were there, but backed by the game and wild fowl which Shipigan is famous. It was a subject to dwell upon, but not here, and as the bills of fare were discussed there was a case, in some cases, of special-appearing appropriate to the occasion. The visitors will long remember the liberal hospitality of these citizens of Shipigan.

As dusk was coming on there was a large gathering at the ends of the last rails, which are within a stone's throw of the water of Shipigan harbor. Here a polished railway spike—the last one to be driven—was sent home in good style by Miss Burns, first of the party. E. Burns, Esq., had three years before, turned the first sod of the Railway. Three cheers were given at the conclusion of this little ceremony, when Rev. S. J. Donnet, addressing the assembly, said it was impossible for the railway to be the eloquence of the cheering, but he gladly availed himself of this occasion to congratulate the chief promoter of the railway on the very great success with which he had carried it to completion. The man who worked with a will, with courage and perseverance, could not fail to succeed. Such a man deserved success. Such a man was Mr. Burns, and he deserved well of all present. The opening of this railway was a matter of congratulation to the whole Dominion. It would benefit the place in its local and general trade and in the means of intercourse and communication which it would supply. Perhaps, also, it would bring hither a trans-Atlantic trade, and, in that way, also, subvert the trade of the Dominion. He desired to thank Mr. Burns in the name of his parishioners for this visit and hoped to obtain so him and his friends at Shipigan on similar excursions.

Mr. Burns thanked Father Donnet and the people of Shipigan for the hearty reception they had given the excursionists, the hospitable treatment extended to them, and the fact that the railway, which the efforts of the railway company had effected. While grateful for the acknowledgments which his efforts in the past had received, he was not less proud to be the subject of the eulogium of the people of the Dominion. He desired to thank Mr. Burns in the name of his parishioners for this visit and hoped to obtain so him and his friends at Shipigan on similar excursions.

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Quite a surprise awaited us at Carquet Station in the form of a very large gathering of the people of that district, headed by Philip Rive, Esq., one of the leading merchants, who read the following address:—

K. F. Burns, Esq., M. P. DEAR SIR:—We have chosen the happy occasion of the driving of the last spike of the Carquet Railway at Shipigan, as a fitting opportunity for your Carquet friends to tender to you a few words of congratulation on the successful completion of this road, and to express how highly we appreciate and admire your indomitable energy, far-seeing enterprise and executive ability, so fully and practically demonstrated in the inspection, construction and completion of the Carquet Railway.

Wishing you continued success in all your undertakings, We remain, dear Sir, Yours sincerely, J. Theo. Allard, P. P. Gov. R. G. G. Rivin, P. P. G. Ryan, Philip Rive, Chas. DeCreech, J. C. Blanchard, Theophile Blanchard, Jean Baptiste Legere, Dominic Cheneard.

Romain Theriault, and many others. In responding, Mr. Burns said it was a great satisfaction to him to know that the course pursued by the company had received and still received the endorsement of the people of Carquet. Today a new era opened in the history of the Carquet Railway and of the lower end of the county, which was no longer isolated, but placed in communication with the railway system of the continent. In regard to what was called the deviation of the route he was pleased to realize that it had been carried out, notwithstanding the difficulties and obstructions which had been placed in the Company's way, and, hereafter, he had no doubt, even those who had most bitterly opposed it, would, seeing that the route chosen was in the interest of the people at large, sink their local prejudices and also approve.

We may add that the capacity, situation and general excellence of Shipigan harbor fully justifies the enthusiasm of Mr. Burns in proposing as a terminal port for ocean mail and passenger services. Its entrance is wide, the water deep, and the channel for four miles, or up to the railway, is of uniform depth of from 50 to 21 feet at lowest tides, with excellent anchorage and safe shelter.

Eggs Fifty Cents a Dozen. A gentleman who keeps a few hens for profit, recently carried some fresh laid eggs to a wholesale dealer at Freshfield Hall Market, Boston, and received for the same forty-three cents per dozen. The dealer said to him, "next week I will pay you forty-five cents, and before Christmas fifty cents for all you will bring me like these."

What is true of Boston is in a measure true of every market for eggs. The next eight weeks will be the season of highest prices. Therefore work up your stock, and get ready for the proper ingredients in their food, more than one half of the hens in this country are now idle, when eggs will sell for fifty cents per dozen. It is purely folly to rear, spend time and money on an experiment, and find out why your hens do not lay. You better by far profit by the experience of others, and make them lay during December and January. The following is a statement as to the quickest and most successful experiment we have ever conducted during these months from the egg produced during these months from the egg of six hundred per cent, is by the use of Sheridan's Powder to make hens lay, once daily in the food.

South Wall, Wall, Maine. I commenced Dec. 6, 1886, to feed

sixty hens the Sheridan's Powder according to directions, and continued until January 31st. The first week they laid only thirty eggs, the second 61, the third 138, the fourth 196, fifth 202, sixth 315, seventh 359, and the eighth 409 eggs. Or 150 dozen for the eight weeks. Yours truly, G. N. Winchenbach.

"Subscribed and sworn to before me this twenty-eighth day of April, 1887. J. G. Henney, J. P." I. S. JOHNSON & Co., Custom House Street, Boston, Mass., are the only manufacturers of Sheridan's Powder to make hens lay, which is sold by nearly all druggists and general stores.

Swallowed by the Sea. A DUTCH STEAMER SUNK IN COLLISION. NEARLY 150 PERSONS MISSING, WHILE 90 WERE SAVED—ONLY TWO OF THE BOATS ESCAPED BEING USELESS. THE OFFICERS STICK TO THE SINKING SHIP.

LONDON, Nov. 20. The Dutch steamer W. A. Scholten, Capt. Saot, left Rotterdam yesterday morning for New York, and was sunk by collision with the steamer Rosa May, of Hartlepool, at 11 o'clock last night, 10 m. S. of Dover. The Scholten carried a complement of 230 passengers and crew.

The steamer Elvo, of Sunderland, rescued 90 of the crew and passengers, and landed them at the sailors' home, Dover. One hundred and forty passengers are missing. One passenger and child of the party brought to Dover were found dead from exposure. It is hoped that passing vessels have rescued the missing boats.

Three boats were left in the collision for the purpose of saving life and property if possible. The Rosa May is anchored off Ramsgate with tow boats. U. 2.05 p. m. 22 bodies had been landed at Dover.

At the time of the accident a dense fog prevailed. The Scholten was struck on the port bow by the Rosa May. Immediately after the shock the passengers, all of whom had retired for the night, rushed on deck in their night gowns.

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