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Capital Prize \$150,000. We 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 may be 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.

UNPRECEDENTED ATTRACTION! OVER HALF A MILLION DISTRIBUTED. Louisiana State Lottery Company. Incorporated in 1868 for 25 years by Legislative Act...

Capital Prize \$150,000. 1 CAPITAL PRIZE OF \$150,000... 1 GRAND PRIZE OF 20,000... 2 LARGE PRIZES OF 10,000... 4 MEDIUM PRIZES OF 5,000... 80 SMALL PRIZES OF 1,000...

M. A. Dauphin, New Orleans, La. Address Registered Letters to NEW ORLEANS NATIONAL BANK, New Orleans, La.

REMEMBER! The presence of the Grand General and Grand Jury, and the presence of the Grand Jury, and the presence of the Grand Jury...

BOSTON - via the - PALACE STEAMERS OF THE INTERNATIONAL S. S. CO.

INTERNATIONAL S. S. CO. SUMMER ARRANGEMENT. One of the Steamers of this line will leave ST. JOHN on S. M. every MONDAY, WEDNESDAY and FRIDAY, for BOSTON via KANSAS CITY and PORTLAND, and all other ports...

DENTISTRY. G. J. SPOUL, DENTIST. OFFICE IN BENSON BLOCK (OVER BANK OF NOVA SCOTIA) CHATHAM, N. B.

LIME ARRIVED! IN CASKS AND BARRELS. GEORGE WATT, Chatham, April 6, '87.

Miramichi Advance, CHATHAM, N. B. JULY 7, 1887.

Indiantown Branch, Again.

It will be seen by the Hansard report of remarks made by Mr. Temple and Mr. Mitchell in the House of Commons on the subject of Indiantown Branch, that while Mr. Temple stated what was quite correct in reference to the comparative uselessness of that road, he was so incorrect in other respects as to lay himself open to the charge of making misstatements, thus giving Mr. Mitchell an opportunity of which he was not slow to take advantage...

To please Mr. Adams and a few other such friends of his, Mr. Mitchell was induced to consent to the withdrawal of this subsidy during the following session, while a grant for a few miles more was granted to the Fredericton end, to please—

Mr. Mitchell states—Mr. Temple, Mr. Mitchell, at the same time, induced the government to undertake the construction of the Indiantown Branch as a part of the I. C. R. The design plainly was to break down the Chatham end of the Northern & Western enterprise. It failed. Mr. Mitchell has whatever satisfaction may be derived from pleasing those for whom he lent himself to the transaction...

The Scott Act, etc. We are having the experience of most communities in which the Scott Act is or has been in operation. The Inspector appointed at the January session of the Municipal Council is already "off duty," the cause being the following injunction which has been served upon him, as well as upon the Secretary-Treasurer and Warden of the County—

Upon reading the affidavit of John Jardine, with exhibit in evidence, and the fact that the municipality of the County of Northumberland is in violation of the provisions of the said Act, the Court do hereby order that the said municipality be and they are to be dissolved, and the said territory be and they are to be attached to the County of Miramichi...

The matter came up in the Municipal Council on Tuesday, and the feeling seemed to be that while the injunction would be set aside, the game was not worth the powder being expended on it. It is a notorious fact that there is really no appreciable abatement in the liquor traffic, and the great majority of our people think a good license system would be far preferable to the present farce of pretending to enforce the act.

Our Visitors. A party, composed of about seventy-five ladies and gentlemen from Fredericton, Marysville, St. John and elsewhere, made an excursion from Fredericton to Chatham on Wednesday last, and thence to Richibucto on Friday, returning to Fredericton on Saturday by way of Chatham Junction.

Through the kindness of Mr. Alexander Gibson, the president, and the directors of the Northern and Western Railway company, a special train was here ready for the conveyance of the party over their new road from Fredericton to the Miramichi. These bright and comfortable new cars were the home of the party during all the long journey to St. Louis and back to Fredericton. Here began the long series of introductions between different members of the party who before were not personally acquainted, resulting in many new and pleasant friendships in the days following.

THE BUSINESS KING. This section of the province passed through the train and cordially greeted the different members of the party. In sight of his great cotton mill and the prosperous town that has grown up about it, the place is redolent of the business energy, enterprise and sagacity of one man who has, in so many lines of industrial activity, eclipsed like his contemporaries and predecessors in New Brunswick.

ON A DOWN GRADE. To the bank of the South West Miramichi at Boiestown. Onward we were whirled at splendid speed to Daoktown where a halt was called for dinner—"the guests of Mr. Gibson," we were told—Mrs. Murray's comfortable hostelry. The dinner was so much enjoyed that it took an hour and a quarter to accomplish the luncheon, the ladies being first served. Meanwhile the train from Chatham arrived, bringing Mr. D. G. Smith and others from that enterprising town to meet and return with our party.

Here the proprietor of the branch, who is also a large proprietor in the Northern and Western, joined us, and cordially greeted the different members of the party. The Chatham Railway, like that we had just left, is an excellent road, and enabled the special train to continue its very high rate of speed with the greatest comfort to all. It was two o'clock when Chatham was reached, and the drivers of numerous coaches and conveyances raved with each other down the slope to the hotels.

Happy were they who had secured rooms in advance, for the leading hotels were filled to overflowing. Private hospitality was, however, abundant, and in a few minutes all were comfortably placed. After tea for a comfortable wash the Miramichi Steam Navigation Company placed their pretty and swift steamer, the Nelson at the disposal of the party for a trip to Newcastle. It was still hot, and a

was a most refreshing proposal eagerly accepted. So with a few minutes the Nelson was fully freighted with the happy excursionists and swung off from her wharf bound up river. Twenty-five minutes later, the Nelson was at the wharf in Newcastle, and the party were spreading through the town, to the hotels for tea, to the ice cream saloons for a cooling repast, or out to see the sights. Perhaps those who postponed their supper till the return to Chatham had the best of it, as the return trip was delightfully cool and made the evening meal more enjoyable.

The evening was spent in divers fashions, in boating, sailing, driving or enjoying the welcome staid of the Chatham band which discoursed enlivening music on the square in honor of the Observation Party. Thursday morning gave evidence that there would be another hot day, but before the heat was well on we were again aloft, this time as the guests of the Steam Navigation Company on their fine steamer the Miramichi. We were to spend the day on the water, than which nothing could be more congenial to our tastes. We had seen Douglas town, Nelson and Newcastle, above us on the river, we were now to go

skirted by pretty and interesting villages, and to enjoy the cooling breezes from off the water. So we sailed eastward down the splendid river, passing the pretty villages of Bathrolog, on the left, and Black Brook, on the right, down into the Inner Bay, a noble expanse of water, over which has floated so many millions of value of Northumberland pine and spruce, and from beneath which an unbounded store of fony wealth has furnished its annually increasing tribute. Past Point Chevul, past Point AuCarr, skirting Bay du Vin Island, Egg Island and Fox Island; thence, changing course to northward, we CAUGHT GILMESHES OF THE FISHING FLEET in the outer bay, some 40 sail, a very pretty sight. They were within the three mile limit; they were mainly American, we were told, and they were fishing. But we did not discuss the fishery question. We were sailing for pleasure, not for controversy. Besides, the dinner hour had come, and to keep appetites the dinner tables had attractions even greater than the pleasant scenery on view from the decks. Northward we sailed, past the lights, and the buoys, and the long Point of Island—so long that many took it for the mainland—thence to the northern shore, in sight of Neguee. Turning westward, toward the declining sun we came in sight of the Indian Reserve, a conspicuous object being their church, while around were some apparently well tilled fields, and a herd of thrifty looking cattle grazing the pastures. At Burnt Church, a little further up the shore, two Indians in a canoe brought out three or four passengers, among whom was Dr. Macdonald, of Chatham. This reminds me that a number of Chatham and Newcastle people had joined in the sail, among whom were Hon. Thos. F. Gillespie, Hon. Robert Marshall, Messrs D. G. Smith, W. A. Park and L. J. Tweedie, the latter two M. P.'s.

ON WEDNESDAY MORNING all the coaches were engaged to carry the party to Gibson's immediate point of departure. Fredericton and its surroundings were looking their best in the bright morning air as the splendid bridge was crossed, and many an eye turned to admire the fair city we were about to leave behind.

handkerchiefs and hats, the steamers were brought alongside each other. Then a number of the excursion party debarked from the Miramichi to the St. Andrew, and, with a fine burst of speed, the two boats set out up river, but the latter, with lighter load, soon passed ahead, touched at her Chatham Wharf, and in the excitement of power dashed up river to Douglastown, and, turning, returned to Chatham again, where now the Miramichi was alongside.

A pleasant incident of the evening was the entertainment of the greater portion of the Observation Party and other friends by Mr. and Mrs. Snowball at their fine residence. A pleasant stroll around the lawns and gardens, excellently kept, was followed by the strain of light refreshments, and some excellent music. Other members of the party spent the evening boating or driving, enjoying the cool evening breeze and the bright moonlight. Nothing was left undone that the HOSPITABLE PEOPLE OF CHATHAM COULD DO to render the visit of our party pleasant, and the short sojourn of the excursionists on the Miramichi will be long kept in memory. When the time came to leave on Friday morning many regrets were expressed, and the thanks of the party to Mr. Snowball, the Miramichi Navigation Company and others found expression in hearty cheering.

THE ADVANCE reporter, who went with the party to Richibucto gives the following account of the party on the excursion. The excursionists on Friday morning left for Richibucto via Chatham Branch, C. R. and Kent Northern. Leaving at Chatham at 10 o'clock, the excursionists were taken over the other two roads with the regular trains of each. At Kent Junction, where the party dined, they were kindly welcomed by J. C. Brown, Esq. of the Kent Northern. Thence the route was along the latter road, the run mainly through unincultivated land and past Kingston and the farming section of the valley to Richibucto, where, nearly all registered at Mr. E. E. Phair's new hotel, "The Beaches" which was opened for the occasion. Shortly afterwards Mr. Phair's carriage and a tag with covered sows in tow was waiting to carry us down the Harbor. At South Beach two hours were spent in looking over the fishing factory and the fishing establishment, after which we returned to the hotel in company with a number of townspeople who had been invited to a grand holiday. Sheriff Whelan, Mr. Livingston and Mr. Phair were among the number. We were also joined here by Mr. W. C. Anselow of the Advocate. The evening was spent in dancing, sitting on the balcony, and enjoying the view of the town or over the little island, from the summer-house in the centre of which a display of fireworks was given.

Mr. J. B. SNOWBALL. Here the proprietor of the branch, who is also a large proprietor in the Northern and Western, joined us, and cordially greeted the different members of the party. The Chatham Railway, like that we had just left, is an excellent road, and enabled the special train to continue its very high rate of speed with the greatest comfort to all. It was two o'clock when Chatham was reached, and the drivers of numerous coaches and conveyances raved with each other down the slope to the hotels.

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Mr. Mitchell—I could not catch him, the hon. gentleman said; but I will set my right on one point. I was not complaining about the vote, but I asked the information whether the \$17,000 was intended to complete the link from Indiantown to the connection at Farley Mills. The hon. gentleman says he does not understand me. He certainly gave me a certificate of character during the early years of my life, when he said he knew me in New Brunswick. I am much obliged to the hon. gentleman for a certificate of character in reference to myself and my public acts rested on the statement of the hon. gentleman, it would not carry much weight. He says he thinks I am "looney." If I am wrong in attributing that expression to him, I would like him to set me right, but that is the word he uses, he caught it. I do not know what he means by it. If performing my duties to my constituents in a proper and parliamentary manner, the votes my constituents have to pay by taxation, is an evidence of my being "looney," whatever that may mean, the hon. gentleman is right. I can easily understand the hon. gentleman. He says this road is not wanted, but he knows he induced the Government of the day to transfer the vote from my county into his, and he got the vote because he was then as he is now, an out-and-out supporter of the Administration, and I was one who, in the exercise of my duty to my constituents, acted from an independent standpoint. The hon. gentleman says the road is not wanted. I reply that it was wanted, and it was got when there was no railroad in that county. The vote was granted for the Derby Branch, and the hon. gentleman and some of his associates endeavored to—I will not say cheat, because that might not be parliamentary—my constituents, but to deprive my constituents of the right to say where the road should be placed. The hon. gentleman, who criticizes my conduct as a public man and attempts to say he does not understand me, lost the weight of his aid for the purpose of trying to defeat the legitimate objects of the constituents I have the honor to represent, and whom, I think, I represent fairly, honestly and well. He knows that if I would do as he does, if I would be a tame follower of the Government, and support them in all their extravagant votes, which have amounted to \$65,000,000, passed in about eight weeks, I probably also could get the interest of \$300,000 guaranteed for a bridge and get a couple of railways established in my county, where they are just as well wanted as where the hon. gentleman has placed them. But I have the misfortune to have an independent spirit, and it may be a misfortune not only to myself but to my constituents, and I have not been able to get one single item in the Estimates for the benefit of my county. I will not say it is because I ventured to criticize the conduct of the Government, but I believe it is; and I have no hesitation in saying it is because I do my duty in criticizing these gentlemen who are not the masters, but the servants of the people, as I have the right to criticize them. I would say to the hon. gentleman who has attempted to show me, that his standing is not such, as to warrant him in attempting to criticize my conduct. The hon. gentleman may be acting within his role when he finds everything right that the Government does and acts as the Government tells him, for which subservience he gets more than he is entitled to, but when he attempts to attach names of opprobrium to me for my conduct on public questions, he is stepping outside his duty. I did not object to this vote. What I did was to ask whether the sum of \$17,000 was sufficient to cover the expense of constructing a link between the two points in the line which are eight miles apart, and I have a perfect right to ask for that information. I have in my desk letters from some of my constituents reading upon that Derby Branch, and I would now call the attention of the Minister of Railways to this point. I have received several communications from constituents of mine whose properties are situated on the line of the Derby Branch, and whose lands have been taken and interests have been interfered with, whose approaches and landings from the river have been interfered with, and they have been writing to me and asking when they can get the damages settled by the Department. As to the approaches from the river where the general communication is carried on, as far as the fisheries and the lumbering are concerned on that river, I have in vain tried to get these damages settled, and I would like to know if the Minister of Railways will instruct his officers to have these questions settled and taken out of my way as soon as this Session is over. I would like the Minister of Railways to state whether he will do that or not.

Mr. Peppé—Yes, I will do it. Mr. McMillen—The member for York (Mr. Temple) stated that this grant of \$140,000 had been given in order to keep the hon. member for Northumberland (Mr. Mitchell) in line. I would like to know whether the Ministers of the Crown are going to allow that statement to go uncontradicted or not. We have some thirty-eight railway grants which are to come up in a few days, and I would like to know whether these are given on the condition that they are to be repaid in order to keep the hon. gentleman in debt in order that they should press something on the Government in the interest of the section they represent, it is well the country should know it. I hope the Ministers of the Crown will not sit silent and allow this to go uncontradicted. Sir Charles Tupper—I am glad the hon. gentleman has called my attention to the statement made by the hon. member for York (Mr. Temple). I did not hear his statement. Mr. Mitchell—Nor did I, or I would have answered it. Sir Charles Tupper—But I may say that, if the hon. gentleman makes any statement that I was induced—because it was on my representation, as I was Minister of Railways and Canals at that time, that the vote was proposed on the representation of my hon. friend from Northumberland (Mr. Mitchell) for the Indiantown Branch—if the hon. member for York (Mr. Temple) thinks that that vote was influenced by any desire on the part of the Government to affect the vote of the hon. member for Northumberland (Mr. Mitchell), he is entirely mistaken. I might call upon members on both sides of the House to remember that we were receiving at that time a sort of left-handed support from the hon. member for Northumberland (Mr. Mitchell). He was occupying an independent position in this House at that time. Mr. Mitchell—As I do now.

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