L.S.L.

CAPITAL PRIZE, $150,000.

"*We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorize the Company to use this certificate, with facsimiles of our signatures attached, in its advertisements.*"

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

UNPRECEDENTED ATTRACTION!
OVER HALF A MILLION DISTRIBUTED.

Louisiana State Lottery Company.

Incorporated in 1868 for 25 years by the Legislature for Educational and Charitable purposes—with a Capital of $1,000,000—to which a reserve fund of over $550,000 has since been added.

By an overwhelming popular vote its franchise was made a part of the present State Constitution adopted December 2d A. D. 1879.

The Grand Single Number Drawings will take place monthly. *It never scales or postpones.* Look at the following Distribution:

166th Grand Monthly
AND 7TH
Extraordinary Semi-Annual Drawing
IN THE ACADEMY OF MUSIC, NEW ORLEANS.
Tuesday, June 17, 1884.
Under the personal supervision and management of Gen. G. T. BEAUREGARD, of Louisiana, and Gen. JUBAL A. EARLY, of Virginia.

Capital Prize, $150,000

Notice—Tickets are Ten Dollars only. Halves, $5. Fifths, $2. Tenths, $1.

LIST OF PRIZES.

1 CAPITAL PRIZE OF	$150,000	....	$150,000
1 GRAND PRIZE OF	50,000	....	50,000
1 GRAND PRIZE OF	20,000	....	20,000
2 LARGE PRIZES OF	10,000	....	20,000
4 LARGE PRIZES OF	5,000	....	20,000
20 PRIZES OF	1,000	....	20,000
50 "	500	....	25,000
100 "	300	....	30,000
200 "	200	....	40,000
600 "	100	....	60,000
1,000 "	50	....	50,000
APPROXIMATION PRIZES.			
100 Approximation Prizes of	$200	....	$20,000
100 " "	100	....	10,000
100 " "	75	....	7,500
2,079 Prizes amounting to		....	$522,500

Application for rates to Clubs should be made only to the Office of the Company in New Orleans.

For further information write clearly, giving full address. Make P. O. Money Orders payable and address Registered Letters to

New Orleans National Bank,
New Orleans, La.

POSTAL NOTES and ordinary letters by Mail or Express (all sums of $5 and upwards by Express at our expense) to

M. A. Dauphin,
New Orleans, La.

or **M. A. Dauphin,**
607 Seventh St., Washington, D. C

100 Cheese, Very Rich

C. M. BOSTWICK & CO.
25 Kegs FRENCH PRUNES.
C. M. BOSTWICK & CO.
50 Kegs DRIED APPLES, Sliced.
C. M. BOSTWICK & CO.
400 Boxes VALENCIAS.
C. M. BOSTWICK & CO.
200 Cases CANNED GOODS.
C. M. BOSTWICK & CO.
400 Barrels SUGARS
C. M. BOSTWICK & CO.
300 Bbls. BARLEY and PEAS.
C. M. BOSTWICK & CO.
150 Bbls. PORK and BEEF.
C. M BOSTWICK & CO., St. John n

"WHITEWING!"

The Schooner *Whitewing*, Capt. Joseph Williston will ply during the summer season of 1884 between Chatham and Bay du Vin and Escuminac and carry passengers and freight.

She will leave Escuminac every Monday, Wednesday and Friday, and Chatham every Tuesday, Thursday and Saturday—weather permitting.

Passengers will be carried at the rate of fifty cents each way and will be furnished with meals *en route* as they may order them, no objection being made to the schooner's patrons providing themselves in this respect.

Sugar & Molasses

ex Playfair @ Barbadoes.

25 HHDS. BARBADOES SUGAR,
50 PUNS. do. MOLASSES.

EX. I. C. R.

100 BARRELS GRANULATED SUGAR,
160 do. YELLOW C. SUGAR.

Geo. S. deForest,
13 South Wharf.
John, N. B., 1884.

Notice of Sale.

To Robert A. Williston, of Bay du Vin, in the Parish of Hardwicke, in the County of Northumberland, in the Province of New Brunswick, Farmer, and Mary Williston, his wife, and to all others whom it may concern:—

NOTICE is hereby given that by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the Tenth day of September, in the year of Our Lord one thousand eight hundred and seventy-seven, and made between the said Robert A. Williston, of Bay du Vin, in the Parish of Hardwicke, in the County of Northumberland and Province of New Brunswick, Farmer, and Mary Williston, his wife, of the one part; and the undersigned Edward Gulliver of the same place, Fishgrman, of the other part; which mortgage was duly recorded in the Records of the County of Northumberland, on the seventeenth day of June, A. D. 1878, in volume fifty-eight of the County Records, pages 618, 619 and 620 and is numbered 446 in said volume,—There will in pursuance of the said Power of Sale and for the purpose of satisfying the moneys secured by the said Indenture of Mortgage, default having been made in payment thereof, be sold at Public Auction, on Wednesday, the Twenty-seventh day of August next, in front of the Post Office, Chatham, in said County, at twelve o'clock, noon, the lands and premises in said Indenture mentioned and described as follows, namely, "All and singular that certain lot or parcel of land and premises situate, lying and being on the easterly side of Bay du Vin River, in the Parish of Hardwicke, aforesaid, known as Lot Number One, containing one hundred acres more or less, with a stone house thereon, formerly occupied by Luther Williston, late of the said Parish of Hardwicke, deceased, as the homestead." Together with all and singular the buildings and improvements thereon and the rights, members privileges, hereditaments, and appurtenances to the same belonging or in any wise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof, etc., of the said Robert A. Williston and Mary Williston, his wife, of, in, to, out of, or upon the said land and premises, and every part thereof.

Dated the 20th day of May, A. D. 1884.
EDWARD GULLIVER, Mortgagee.
L. J. TWEEDIE, Solicitor for Mortgagee.

1884.

International S. S. Com'y

Summer Arrangement.

3 TRIPS A WEEK.

ON AND AFTER MONDAY, May 5th, and until further notice, the Steamers of this line will make Three Trips a week, leaving St. John

Every Monday, Wednesday and Friday Mornings, at 8 o'clock,

for EASTPORT, PORTLAND and BOSTON, connecting both ways at Eastport with Steamer "Charles Houghton" for St. Andrews, Calais and St. Stephen.

Returning, will leave Commercial Wharf, Boston, every MONDAY, WEDNESDAY and FRIDAY Mornings at 5.30 o'clock, and Portland at 6 o'clock, p.m., for Eastport and St. John.

With more frequent trips in June, July, August and September, of which due notice will be given.

Through tickets can be procured at this office and at H. Chubb & Co's, to all points of Canada and the United States.

☞ No claims for allowance after goods leave the Warehouse.

☞ Freight received Tuesday, Thursday and Saturday only, up to 6 o'clock, p. m.

H. W. CHISHOLM, Agent.
Reed's Point Wharf, St. John, N. B.
April 29th, 1884.

BUSINESS NOTICE.

The "MIRAMICHI ADVANCE" is published at Chatham, Miramichi, N. B., every THURSDAY morning in time for despatch by the earliest mails of that day.

It is sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Publisher) at the following rates:—

One year, in advance, - - - - - $1.50.
After 6 months, - - - - - - $2.00.

Advertisements are placed under classified headings.

Advertisements, other than yearly or by the season, are inserted at *five cents* per line nonpareil, (or sixty cents per inch) for 1st insertion, and *two cents* per line (or *twenty* cents per inch) for each continuation.

Yearly, or season, advertisements are taken at the rate of $6·75 an inch per year. The matter in space secured by the year, or season, may be changed under arrangement made therefor with the Publisher.

The "MIRAMICHI ADVANCE" having its large circulation distributed principally in the Counties of Kent Northumberland, Gloucester and Restigouche (New Brunswick), and in Bonaventure and Gaspe (Quebec), among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers superior inducements to advertisers. Address

Editor "Miramichi Advance," Chatham N. B.

Miramichi Advance.

CHATHAM, - - - - JUNE 12, 1884.

The Independence Question.

The position of Canada, in its relationship to other countries, is being discussed just now by the press, not only of the Dominion itself, but also of the United States and—to a limited extent—the Mother Country. The discussion was begun a few weeks ago, at Toronto, by Sir Richard Cartwright, who was Minister of Finance in the Mackenzie Government, and whose preference was expressed in favor of independence. He, however, touched lightly on the idea of annexation to the United States—which he repudiated—and also on that of our becoming a unit in a grand federation of English speaking peoples—the latter, according to his views, being not yet a sufficiently developed question to be practically discussed or considered.

It does not follow, however, that Sir Richard's views should be accepted as correct, although he is undoubtedly right in assuming that the Dominion's present political status is not by any means a permanency. Within the last two decades, British North America has passed through most important changes, and it would be a straining of fact, we think, to declare that the people of the Dominion, considered by Provinces, have been drawn any closer together in what is understood as national sentiment, than they were fifteen years ago. Indeed, the truth forces itself upon us that there is less of unity of purpose and of aspirations in the direction of a separate Canadian nationality than there was at the time of Confederation. The reason is that our experience as a Dominion has not been reassuring, because of the manner in which our affairs have been administered. Those who believed in the realization of the great possibilities which seemed within our grasp in 1867, have lost heart at seeing individualism rather than principle guiding the affairs of the Dominion. The economical aspects of the Confederation scheme have very much changed, bringing distrust and fear where faith and hope were once reposed. Men who, in pre-Confederation times, were the champions of principle have been swept from their places in the public regard by abandoning nearly everything they were once believed to hold dear, for the sake of office and power. We were promised a broader field for our commerce. Freedom from such an enormous debt as that which rendered the high United States tariff a necessity was dangled before our eyes as a guarantee against high taxation. In less than two decades, however, we have our trade restricted by a tariff which is daily and more firmly fastening upon us monopolies which we shall never be able to shake off, while we have been plunging unchecked into public extravagances of various kinds. The contrast between ourselves and the United States is now against us, for we already owe a public debt greater per head than that country. More than that—we are rapidly increasing our burdens, while the debt of the United States is being paid off.

Such considerations as these are not calculated to deepen our aspirations for an independent nationality. The opening up of the continent westward, also, is constantly acting as a disturber of the centre of influence and power and it is not difficult to foresee that nothing would offer a more promising prospect of the disruption of the Dominion than its complete severance from the mother country. There is a feeling of dissatisfaction, for instance, in the Maritime Provinces in reference to their being shut out from their largest natural market—the United States. They feel that their trade is thus crippled in the interests of the larger Provinces. Loyalty to Great Britain and the sentiment which is born of the sense that one is a British subject has much to do with our suffering patiently under these disabilities, but the moment the Dominion becomes an independent power, the golden chord is broken and important sections of the country will recognise their interests and throw to the winds a national sentiment which does not present the elements of national unity and strength. The end of it all would not be far to seek. The "Canadians" would be less to a large majority of our people by the sea than the "Americans"—and the Nova Scotians, New Brunswickers and Islanders would seem further removed, by both territory and sentiment, from a large proportion of Quebecers and Ontarians, than their United States neighbors. Neither would have British connection to hold them to the other, while all—or nearly all—would recognise that a common origin, language, commercial interest and religion had destined them for the closest possible relationships. If the federation of the English speaking peoples, referred to by Sir Richard, is not a practical question of international politics, had those who are opposed to annexation better not, therefore, let the subject of Canadian independence alone?

Laborers' Strike.

The ship-laborers belonging to the Workingmen's Association of Chatham are indulging in a strike, which has been going on since Monday last. The point at issue is the employment of sailors in loading, the Association men objecting thereto. It appears that on Monday last the Association men who had been employed with sailors in loading vessels at Mr. Snowball's wharf, refused to continue work. They were, however, willing to continue working on such vessels as were not employing sailors. Mr. Snowball reasoned with the strikers, who would not, however, disobey the newly made rule of the Society and, thereupon, he decided not to allow them to work at all until they were in a more reasonable frame of mind. A good many of the men, while holding that employment of sailors is against the interests of the laborers belonging to the port, admit that the adoption of the new rule—which was done at the meeting of Tuesday, 3rd instant—was injudicious, on account of the well-known depression of the lumber business and the low rates of freight ruling. As a matter of right, and in view of the fact that this is a free country, it seems strange that shipmasters who, with the merchants, create and maintain the business of the port, should be subject to dictation as to whom they should employ—especially from those who themselves are seekers after the work they have to offer, but it is one of the conditions of business that the employed will, sometimes, combine and acquire the power to enforce their demands—right or wrong—or damage not only individual business, but the reputation of the port. In this instance it is clear that the men are going too far. They are receiving from $2 to $2.50 per day—more than the average tradesman can command—and they are not willing to allow the shipmaster to utilise his men—the men necessary for the working of his ship—in making up, in some measure, for the low rate of freight the market affords. The men ought to have some disposition to do as they would be done by. They are, no doubt, aware of the fact that neither the merchant nor the shipowner is to blame for the depression in the lumber trade, and they ought to be disposed to concede something as a matter of fair play. Why did they not make some attempt to arrive at an understanding with the masters and merchants with a view of limiting the number of sailors to be employed, or having them do only certain branches of the work? As it is they have taken the most arbitrary course open to them and, we fear, will lose much more than they will gain thereby. The merchants and shipmasters generally seem to think they can get along very well with things as they are, although that cannot be, and we hope the way will soon be cleared so that the ill-advised men may resume work.

Blaine For President.

The most noteworthy political event of the past week was the nomination, by the National Republican Convention at Chicago of Hon. James G. Blaine as that party's candidate for the Presidency of the United States. Mr. Blaine, though a native of Pennsylvania, has always been identified, as a public man, with the State of Maine, where he started in public life, some thirty years ago, as editor of the Augusta *Journal*, subsequently taking charge of the Portland *Advertiser*. He was elected to the State Legislature in 1859 and continued therein until 1862, when he was sent to Congress and, at once took a foremost place among the public men of the country. In 1876 he was a candidate for the Presidency, but Hayes—one of the dark horses of the race—captured it. He then entered the Senate and was looked upon as the coming man for the presidency in 1880. He again missed the nomination, which went to Garfield, but he was made one of the Cabinet and became the faithful friend and advisor of that unfortunate President, being in consultation with him at the railway depot in Washington on the fatal morning and at the moment when he was assassinated by Guiteau.

It will, we think, be readily admitted that Blaine is the most prominent man of his party, and, all things considered, the strongest candidate it could select. His ability is unquestioned. He is not only well versed in general politics, but is a statesman in the higher sense of the term. He is quick in grasping a political situation and determined in executing his plans. His strong individuality has made him many troublesome opponents within his own party, for he has generally been foremost in having a policy in important emergencies and not the last in making use of the forces at his command as one of the Executive. Now that he has secured the Convention's endorsement it is probable that he will be able to conciliate the other Republican leaders to whom his candidacy was objectionable, and who would, no doubt, have preferred Arthur or even some third-rate man. An experienced statesman as President of the United States will be a new thing for this generation. There has not been one—at least since the Southern Rebellion. Blaine, if finally chosen, will have a policy of his own and be less under party and caucus control than any occupant the White House has had for years.

LAW STAMPS.—The Act relating to law stamps went into operation on Tuesday, June 10th.

FOR THE MIRAMICHI VALLEY RAILWAY.—Messrs. Scammell Bros. have chartered the S. S. "Hector" to load rails at Barrow for Miramichi. She will carry about 2,000 tons.—St John *Globe*.

VICTORIA ELECTION.—The writ for the local election in Victoria County, caused by the resignation of R. W. L. Tibbits, Esq., M. P. P., now Deputy Provincial Secretary, has been issued. Nomination is 21st inst.; election 28th and declaration 30th inst.

METHODIST CONFERENCE.—The assembly of the N. B. and P. E. I. conference of the Methodist Church will convene at the Centenary Church, St. John on Wednesday next, 18th. It is expected that the union celebration, which will be marked by features of special interest, will take place about the 25th inst.

An Important and Just Claim.

On last Thursday evening a public meeting was held at Campbellton for the purpose of considering the subject of the proposed Railway bridge to connect the Bay Chaleur and Intercolonial Railways at that town, instead of at Metapedia as now projected. The *Sun* says,—

Long before the hour announced for the commencement of the meeting crowds gathered in the street, and when the hall was opened it was immediately filled, many persons anxious to gain admittance being compelled to remain in the passage way.

On the platform were Judge Wilkinson, J. C. Barbarie, M. P. P. and C. H. LaBillois, M. P. P. In the course of the evening a letter was read from Robert Moffat, M. P., in which he regretted his inability to be present, but promised to use all his influence to carry out the object of the meeting.

Thomas Kerr, the town clerk, read the notice convening the meeting when W. W. Doherty was unanimously elected chairman and Richard O'Leary secretary.

J. M'ALISTER

said the audience had heard from the notice read what was the object of the meeting. The people of Campbellton were anxious that the terminus of the Bay Chaleur railway should be at Campbellton instead of Metapedia. This could be done by the construction of a bridge over the river Restigouche near the present station. He need not point out to them what a great benefit such a bridge would be to the place, but further than that it would also in a like manner be of great advantage to the whole of the Maritime Provinces and to the counties of Bonaventure and Gaspe. At the present time it was proposed to build the line from Metapedia to Paspebiac, and if that was done fourteen miles of that road would compete with the I. C. R. If the proposed bridge was built this would be obviated, and more than that, all persons going from Gaspe or Bonaventure to the Maritime Provinces would save twenty-eight miles railway travelling, which was a great thing in these days when time was an object. This saving of distance was accomplished in this way: coming from Bonaventure to Campbellton, if the bridge was not built, passengers would have to go down to Metapedia, which was fourteen miles, and come back to Campbellton on the south side, which was another fourteen miles, and all this could be obviated if a bridge was constructed over the river to Campbellton. If this course was adopted the distance to Quebec by the Bay Chaleur Railway would not be increased, so it would not operate as a hardship in that way. As Campbellton was the head of navigation, it would be a great facility to have produce and passengers disembark from the cars there instead of fourteen miles further up the river at Metapedia, where there was not any local market for the freight or any accommodation for the travellers. The place where it was proposed to build the bridge had been thoroughly surveyed by a competent engineer, and his opinion was that it would not cost as much to construct as the existing bridge at Metapedia. The foundations of solid rock have only a covering of eighteen inches of mud. Stone for its construction can be obtained near by, and taking all these facts into consideration it was the universal opinion that the bridge would cost much less to build than would a line from Mission Point to Metapedia. On the other hand if the line was built three bridges would have to be constructed on the other side, and the natural obstruction which existed from the rocks would require a large quantity of expensive operations to be undertaken. Again there would be fourteen miles of railway competing with the I. C. R., which would have to be kept in repair, and he did not believe that if this were done the Bay Chaleur Railway would pay. He felt that the interests of the whole of the Maritime Provinces and especially of Campbellton, as well as of the counties of Bonaventure and Gaspe in the Province of Quebec, demanded that the bridge should be built and the proper line be made to connect with the I. C. R. at Campbellton instead of Metapedia. The best course to adopt so as to get the route changed was to bring the whole matter under the notice of the Dominion Government through their representative so that the whole circumstances might be brought prominently before the members of the Cabinet. With this object in view he moved the following resolution:—

Whereas, It is contemplated to build a railway from Paspebiac on the northern side of the Bay Chaleur to connect with the I. C. R. at Metapedia; and

Whereas, Said railway is subsidised by the Dominion Government; and

Whereas, It would be of greater commercial benefit and facilities to form the connection with the Intercolonial Railway at Campbellton instead of Metapedia, as proposed by means of the construction of a bridge across the Restigouche River, as well as the saving of a large expenditure of public money in consequence of the engineering difficulties to be overcome in building the line from Cross Point to Metapedia, a distance of fourteen miles;

Therefore Resolved, That in the opinion of this meeting the proposed Bay Chaleur Railway can be built in a less expensive manner if the junction with the I. C. R. be formed at Campbellton and a bridge built across the Restigouche River to Cross Point, and that the railway, if so built, will be of greater benefit to the Dominion.

Further Resolved, That a committee of three be appointed to confer with our Dominion representative for the purpose of bringing this matter before the notice of the Government in order to get that part of the route from Cross Point to Metapedia changed.

The resolutions were put and carried unanimously, amid loud cheering.

A committee consisting of J. McAlister, Wm. Murray and A. Vennor was appointed to confer with the Dominion representative so as to carry out the resolution.

WM. MURRAY

thought that it would be advisable to strengthen the hands of the Dominion representative and get all the pressure that could possibly be obtained to bear on the different bodies which might be able to get the bridge built. With this view in mind he thought that it would be as well to appoint a committee to confer with the local representatives as to get the local Government to do all in their power, either by granting a subsidy towards the construction of a bridge or otherwise. He moved the following resolution:—

Whereas, It is proposed to build a railway from the I. C. R. at Metapedia to Paspebiac, in the Province of Quebec; and

Whereas, By forming the connection of this railway with the I. C. R. at Campbellton, by the construction of a bridge across the Restigouche River, it would be of greater commercial benefit to the Maritime Provinces than to have the connection at Metapedia, as proposed; therefore, be it

Resolved, That in the opinion of this meeting a committee of three be appointed to confer with the local representatives for the purpose of bringing the matter before the Local Government and obtain any aid necessary, by subsidy or otherwise.

The resolution was carried unanimously.

J. C. BARBARIE, M. P. P.,

stated he had much pleasure in being present and addressing an audience for the first time in Campbellton. It was not his intention to make a political speech, but to do his best to secure the construction of the bridge. At the same time he must refer to a communication that had appeared in the Newcastle *Advocate* last winter, in which it was stated he was opposed to this bridge. He could tell the writer of that letter if he was present at the meeting that he had stated what was a deliberate untruth, and he (Mr. B.) had never said or done anything which could be construed in anyway to bear such a false interpretation. He wished it distinctly understood that he did not represent Dalhousie, but the whole County of Restigouche, and he was at all times prepared to use his influence and give his services so as to benefit any portion of it. His best exertions would be used so as to get the bridge built, and anything he could do to forward that or the interests of Campbellton he should try his best to accomplish. In order to carry out the desired object it would be necessary to approach the Dominion Government and the Government of Quebec. He also thought that it was most essential to see the persons on the other side and to try and get them to actively co-operate with us. The bridge will give them a better outlet for their trade and be of greater benefit to them than the road if built to Metapedia. He would use all his influence with the Dominion Government—which he was afraid was not much—also with the Local Government and the Government of Quebec, to attain the desired end.

C. H. LABILLOIS, M. P. P.,

was glad to be present at such a large and influential meeting. He briefly referred to the statement in the *Advocate*, of which J. C. Barbarie had spoken, and denied that he (Mr. L.) had ever said J. C. Barbarie was opposed to the bridge. He then stated that when the Surveyor General was in the county he had taken him over the proposed site of the bridge and had explained it to him. All the members of the county were willing to use their best endeavors to get the bridge built. He was personally well known in Bonaventure and usually spoke at their political meetings there and the people of Campbellton might rest assured that his influence in that county would be actively employed to attain the desired object. The people of Bonaventure want the railway at Campbellton, for they want the local market, and if the line went to Metapedia that would be lost. He had been in correspondence with Hon. A. G. Blair and the member for Bonaventure on this very subject and the result of it was that he learned the railway was to be commenced from Metapedia as soon as possible. The company were trying to get leave to begin at the Paspebiac end and he felt sure that something might be done even now to stop work on the Metapedia end and so get the bridge built. The whole of the Maritime Province members should use their influence with the Dominion Government towards this end, for the question affected the whole of the Provinces. The members in the Local House should also interest themselves in the matter.

A. M'KENZIE

moved that the secretary correspond with the Mayors and councillors of the townships of Bonaventure and Gaspe to get them to use their influence to get the proposed change made. The bridge could not in any way injure Quebec, but would be of benefit to those two counties. The construction of the railway was a Dominion question for the subsidy was granted by the Dominion. As the counties of Bonaventure and Gaspe contained about 45,000 inhabitants he thought the Dominion Government might themselves build the line and bridge so as to open up such thickly populated districts. A large trade was done with Halifax and if the bridge was not built it would be a great hardship to these points as they would have more freight to pay.

J. C. BARBERIE

thought committees should be appointed to see the representatives of Bonaventure and Gaspe so as to enable them to put pressure on the Quebec Government to consent to the change. It can be clearly shown that it will directly benefit Quebec and not injure it. The county of Restigouche had never received a dollar of subsidy from the Local Legislature for railway purposes and he thought that in all justice if a subsidy was now required to help forward the construction of the bridge it could not be refused.

A. M' KENZIE

was of opinion the New Brunswick Government was the body to approach the Quebec Government.

J. C. BARBERIE

entirely dissented from this view and said delay was dangerous. The best persons to interview the Quebec Government were the members for Gaspe and Bonaventure.

J. M'ALISTER

agreed with J. C. Barberie, as the first thing was to get the matter put in shape at Quebec. If the Government of that Province found that Bonaventure and Gaspe favored the bridge it would be a great point gained. He thought that Restigouche County had a just claim for a subsidy from the Province of New Brunswick for a railway.

C. H. LABILLOIS

was of a like opinion and pointed out the next meeting of the municipal bodies in Bonaventure and Gaspe took place on the first Monday in July. The member for Gaspe was Minister of Railways in the Quebec Government and he was the very man to see. As last year he (Mr. L.) had supported the Local Government in a bill to construct a bridge at Fredericton, the Government must now help to construct this bridge.

A M'KENZIE

pointed out the King-Fraser Government would have subsidized the bridge when they were in power.

J. McAlister thought the chief thing was to get work on the Metapedia end of the line suspended, while enquires were made.

A. McKenzie's resolution was then passed unanimously.

On motion of Wm. Murray, seconded by A. McKenzie, a committee consisting of J. D. Sowerby, Henry McIntyre and J. P. Mowat was appointed to interview the Quebec members.

Votes of thanks were passed to the local members and Judge Wilkinson for their presence, to Robert Moffat, M. P., for his letter, to the chairman, secretary and press for their assistance.

I. C. R. HEADQUARTERS.

The New General Offices at Moncton.

A DESCRIPTION OF THE BUILDING AND ADJOINING WORKSHOPS.

[Special Correspondence of Daily Telegraph.]

Moncton, July 7.

Twenty-five years ago the Eastern Extension of the European & North American Railway had been opened from St. John to Shediac, but the business was very small when compared with the large traffic of the present time. Then, a few scattering houses around the different station buildings were all that existed of the many thriving villages and towns through which the Intercolonial Railway passes. Moncton, or as it was then better known as "The Bend," was one of the largest of these places, and from the very first it grew more rapidly than the majority of localities between St. John and Shediac; but it was after the commencement of the extension of the Intercolonial northward and eastward that Moncton came to assume importance as a town. When it was decided to locate the railway works here the town began a new advance, and owners of real estate at once put up the price of lots. The works were built, and while at the time they were some distance to the westward of the town, substantial dwellings and places of business have gradually filled up the gap until the buildings nearly surround the railway grounds, and in a short time the station buildings, instead of being out of town, will be in the heart of a city.

MONCTON HAS MADE GREAT PROGRESS.

since the completion of the railway shops in 1873. While the road was building it had been the depot of supplies, and a large number of men who handled the supplies had to be provided with homes. This gave an impetus to building operations, and when the shops were opened nearly 500 men were employed in them. Fully two-thirds of these were married men, rendering still more houses necessary, and they were put up. Notwithstanding the demand for both lots and dwellings values never became fictitious.

The railway yards and buildings comprise in all some 65 acres, there being inclosed for the workshops a lot of nine acres. The round house, which has places for 26 engines is a large building. The central portion, where the turn-table is located, is not roofed over like similar buildings on other portions of the road. The largest building on the grounds is the machine shop, which is of brick, 300 feet long and 100 feet wide. It is divided into four sections by heavy brick walls. The offices of the general storekeeper and mechanical superintendent are on the upper floor of the eastern end. Underneath is the locomotive wrecking shop, where all locomotives damaged on the road, or worn in any particular part, are repaired and put into shape again. At present there are ten locomotives or tenders in the shop repairing, but this crowds the place far too much. Adjoining this department is

THE MACHINE SHOP,

which is fitted up with all the newest machines for the repairing of the different parts of a car or locomotive, or making anything, little or big, that is needed. Next again is the Blacksmith Shop and Brass Foundry. The Tin and Copper-working Shop and the Store-room for spare pieces adjoin the Wrecking Shop. Separated by a track from the Machine Shop, is the brick Car Shop, in which is to be found all the wood-working machinery used in building and repairing cars; also the machinery for fitting wheels on axles. This is a very large building also, but not so long as the Machine Shop. There are, besides, two car shops, one for building freight cars and the other for passengers cars, a portion of the latter being fitted up as a paint shop. There are numerous small buildings in different parts of the grounds, and used for different purposes, but the greater number of the men are employed in the buildings enumerated.

The staff at present consists of about 400 men, 300 of whom are mechanics and 100 laborers, the pay roll for the month being in the vicinity of $10,000. The shops are under the direction of the official mechanical superintendent, Mr. H. A. Whitney, and over each department is a foreman, who is directly responsible for the work sent to him.

But the workshops are not the sole advantage of the railway to Moncton. Fully as much advantage, if not more, is derived from other employes of the road. There are the yard men and freight handlers, the conductors, brakemen and drivers who make Moncton their home because it is more central than any other point on the line. A very important addition to the population of Moncton are the officers in whom is vested

THE EXECUTIVE MANAGEMENT

of the railroad. These gentlemen formerly had their offices in a brick building a short distance from the passenger station, known as the "General offices." When the road was first constructed the building was looked upon, as even too large, but after it had been in use for a few years it was found to be very much too small. Whether it would have been replaced by another building is a debatable point had it not been that the premises were entirely destroyed by fire on February 5th, 1882. Since that time the general offices have been distributed about town, some being in one part and some in another. This has been very inconvenient, but pending the erection of the new building no better arrangement could be made. Early in the spring of 1883 a site for a new building was selected and Mr. J. T. C. McKean, of this city, engaged to prepare the necessary plans. After the usual preliminaries the contract for the erection of the structure was let to Messrs. Rhodes & Curry, of Amherst, N. S., and they commenced work with as little delay as possible, subletting the brickwork to Mr. D. A. Duffy, of Moncton. There are few as large or more handsome railway buildings in Canada than

THE NEW GENERAL OFFICES BUILDING

of the Intercolonial. It is claimed for it that it is ahead of anything of the kind in Canada, completely eclipsing the headquarters of the Grand Trunk and other great railroad corporations. The building covers a ground area of 177x58 feet, and is three stories high, with a tower in the centre about twenty feet above the roof and surmounted by a flag staff. The entire distance from the ground to the top of the flag pole is 115 feet. In external appearance the building is quite imposing, the details of the design harmonizing well with each other and all adding to the general effect of the whole, while in the interior arrangements everything has been done to render the building convenient for those who occupy it and also safe from destruction by fire. Although it is not claimed that it is absolutely fire-proof, it is probably as nearly so as any building can be where wood is used in its construction.

The site occupied is directly behind the premises of the old structure, as viewed from the railway station. The old building faced the railroad, the new building fronts on Main street. The foundation walls are of freestone, rock faced on the outside and scabbled inside. The coping course of the foundation wall is of finished freestone, while the superstructure of the building is of pressed brick trimmed with stone, six bands of the latter running entirely around the building. The windows are somewhat novel, being divided into two sections by freestone blocks. Each lower window is one sheet of heavy English plate glass, while the upper windows are each composed of a number of small square panes. All the windows, excepting those in the Mansard roof, are of the same general design, the latter being what are technically termed pediment windows. The only real differences between the front and the back of the building are the tower and the portico on the front. The pillars at the side of

THE MAIN ENTRANCE

are of panelled sandstone and very massive, surmounted by very handsomely carved capitals. The Canadian coat of arms, cut in stone, is placed directly over the main entrance. Above this there is more carving in a plain design. The main entrance doors, although of walnut beautifully made, appear small when contrasted with the size of the buiding, and completely dwarfed by the massive portico. The door in the rear is in the centre of the building, directly opposite the main entrance, and is even more diminutive than that on the front side. A sandstone block, containing the words "General I. C. R. offices," has been inserted in the outer wall.

THE INTERIOR ARRANGEMENTS

of the building are excellent. A wide hall runs from the main to the rear entrance, while crossing it at right angles and running the entire length of the building is a corridor. The staircase commences directly at the front entrance and runs up to the roof. The entrances to the offices are from the corridors, from which they are separated by brick partition walls. A different style of construction has been adopted in this building from what is usual in similar structures, which insures greater security from fire without greatly adding to the cost of the building. The floors, instead of being of ordinary flooring boards supported by beams and joists, are of three-inch deals cut four inches thick. These strips of lumber rest on heavy pitch pine beams, which in turn are supported by the brick walls. To give additional security from fire a mixture of mortar and ashes is laid on top of the heavy floor to a depth of two inches. It is claimed for this style of construction that the progress of a fire would be so slow that it could easily be extinguished before much damage was done. The same methods have been pursued in building the staircase.

THE INTERIOR FINISH

is altogether in native woods, with the exception of the floors, which are of pitch pine neatly polished, and portions of the window and door frames, which are of walnut. The doors and frames and window frames are fine specimens of workmanship, also the wainscoting around the rooms and in the corridors. Several varieties of woods have been used for the wainscoting to suit the tastes of the gentlemen who will occupy the rooms. The predominant wood is ash, which is used altogether in the corridors, while one or two of the offices are finished in ash and birch, and others in ash and tamarack or tamarack alone, the latter forming an excellent finish. Every room is ventilated and heated by either one or two hot water coils, according to the size. They are all light and cheery, every window being provided with folding shutters for use in the warm weather. At present only two stories are being fitted up, the upper story being left in an unfinished condition. There are 16 vaults in the building on the different floors. Every room is supplied with a wash basin, and there is a lavatory on each of the two floors, also fire hose ready for immediate use. The officials who are to be located on the two floors are:—

FIRST FLOOR.

D. Pottinger, general manager;
H. A. Price, private secretary to Mr. Pottinger.
Thomas Evans, chief clerk;
Thomas Williams, accountant;
R. T. Trites, paymaster;
R. D. Boggs, paymaster's auditor;
General Superintendent's clerks.

SECOND FLOOR.

P. S. Archibald, chief engineer;
Staff of engineers;
George Taylor, general freight agent;
A. Busby, general passenger agent;
J. R. Bruce, auditor.

The heads of departments have each a private office. There are many other points that might be referred to if space permitted. The contractors not mentioned above are Messrs. Wisdom & Fish, St. John, hot water heating; Mr. H. F. Iddiols, St. John, electric bells and vault doors; Mr. Thos. Campbell, St. John, plumbing and gas fitting; Messrs. Smith & Thompson, plastering; Mr. James McAvity, carving over main entrance.

The cost of the building will be in the vicinity of $85,000, and it will be partially occupied by July 1st. There is talk of some social celebration at the opening. In their fine new quarters the staff of the railway will be very comfortable, not to say luxuriously, cared for, as compared with their present inconvenient and scattered quarters.

The Lumber Prospect.

A gloomy picture is painted by the *North-Western Lumberman* in its last issue. According to our contemporary the great pine forests of Michigan, Wisconsin and Minnesota are beginning to exhibit signs of exhaustion. The shortage of production this year in these States reaches over 600,000,000 feet. The average first quality stock has depreciated in value from 12 per cent., ten years ago, to 2 per cent. last season. The quality of ordinary logs is much inferior to the products of former years. Many come from lands once cut over, and new land has been cleared of almost everything on it. Trees are sawn now-a-days "out West" close to the ground, and cullings have arisen to a value quite unheard of in "old times." The lumberman looks in vain for new fields to conquer, and his wasteful extravagance in former years now affords him food for meditation and regret. In view of this condiiton of things, the people in all parts of the union are urging each other to adopt a wholesale system of tree-planting. In Canada we ought to move energetically in the same direction. We must not wait until our forests have reached the state in which the lumbermen of the American Far West have found their's. We may learn much from the dilemma in which our neighbors, through their own recklessness, now find themselves.—Quebec *Chronicle*.

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Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents: five for $1. Sold by druggists everywhere, or sent by mail.

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