POOR COPY

General Business.

L. S. L.

CAPITAL PRIZE, $150,000.

"*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 conducted 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.*"

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

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

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

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

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

190th Grand Monthly
AND THE
Extraordinary Quarterly Drawing
IN THE ACADEMY OF MUSIC, NEW ORLEANS.
Tuesday, March 16, 1886.

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 "	200	20,000
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
2,279 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. **POSTAL NOTES**, Express money Orders, or New York Exchange in ordinary letter. Currency by Express (all sums of $5 and upwards at our expense) addressed

M. A. Dauphin,
New Orleans, La.
or M. A. DAUPHIN,
Washington, D. C.

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

ATTENTION!

THE Advertiser wishes to ascertain whether any newspaper in Canada has within a year or two advertised for heirs of Jeremiah Smith, formerly of Lesemahagon, Lanarkshire, Scotland, who settled in Granville, Nova Scotia, about the year 1777. Any information concerning his estate or heirs will be thankfully received by

JAS. E. NEILSON.
Chatham, Miramichi, N. B.

F. W. RUSSELL

is now offering

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

CITATION.

NEW BRUNSWICK,
COUNTY OF NORTHUMBERLAND S S

To the Sheriff of the County of Northumberland or any Constable within the said County, Greeting.

WHEREAS John McCall, John Sterling and Joseph Shechrn, creditors of the Estate of Donald Buckey, late of the Parish of Rogersville in the said County, deceased, have by their petition dated the Twenty third day of December, instant prayed that James Harnett, the Executor of the last Will and Testament of the said Donald Buckley, may be cited to render an account of his administration on the said Estate of the said deceased, and that the said account may be passed and allowed.

You are therefore required to cite the said James Harnett to appear before me at a Court of Probate to be held at my office, Newcastle within and for the said County on Thursday the Fourth day of February next at the hour of Eleven o'clock in the forenoon, and then and there produce and file his account of administration on the said Estate and all vouchers and papers connected therewith in order that the said account may be passed and allowed; and you are further required to cite the heirs and next of kin of the said deceased, the creditors and all others interested in the said Estate to appear at the aforesaid time and place to attend the passing and allowing of the said account of administration.

Given under my hand and the seal of the said Grobate Court this Twenty fourth day of December, A D 1885.

(L S) (Signed) SAM. THOMSON,
Judge of Probates,
Northumberland

(Signed) G B Fraser,
Registrar of Probates
for said County

FOR SALE.

THE Lot of Land Corresponding on Duke and Cunard Streets and known as the

Wesleyan Church Property.

This lot has a frontage of 93½ feet on Cunard St. and 50 feet on Duke St., and will be sold with buildings &c as they now stand. This is one of the best business stands in town. The buildings are in good repair and suitable for Warehouse or Factory. Possession Given on the first of June next. Price Low and Terms Moderate.

J. B. SNOWBALL.

HAGYARD'S YELLOW OIL CURES PAIN

FREEMAN'S WORM POWDERS

Are pleasant to take. Contain their own Purgative. Is a safe, sure, and effectual Destroyer of worms in Children or Adults

Steam Tug for Sale.

STEAM Tug ALIDA, (now running in Halifax Harbor,) built in Philadelphia; Hull, Boiler and Engine in good condition, having been thoroughly overhauled in October. Engine 20x20. Also one Steam Pump with Steam Hose, 25 feet Suction Pipe of Galvanized Iron and Metal Flanges and Strainer complete, having been used but once. One small Vertical engine, new.
Apply to
R. J. CHETWYND, Halifax.

NOTICE.

Public notice is hereby given that a Bill will be introduced at the approaching session of the New Brunswick Legislature to amend an Act passed at the last session of said Legislature entitled "An act to authorise the constructing of a tramway on Lower Water Street in town of Chatham," and to authorise the extension of such tramway along the old Napan Road to the Brick Factory of Jon Abram Fisher.

General Business.

HAY FOR SALE.

A few cars choice pressed HAY FOR SALE in
CAR LOAD LOTS
delivered at all points on the I. C. R. Parties wishing hay will find it to their advantage to apply by Letter to
M. C. W. FITCHIT
Jan. 8th 1886 AMHERST, N. S
5—1

WIN more money than at anything else, by taking an agency for the best selling Book. Beginners succeed gradually. None fail. Terms free. HALLETT BOOK CO., Portland, Maine.

WHIPS! 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 finish.

CALL AND INSPECT.

These and all 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,
General Hardware Merchant,
Chatham, N. B.

"Little Giant"
THRESHING MACHINES
With Late Improvements.
Also the improved "Benjamin." Every machi warranted. Write for circular and prices to
SMALL & FISHER,
IOW. WOODSTOCK,

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

New devices for convenience on Wash day—save labor and lighten the work left to be done.
H. P. MARQUIS,
Cunard Street.

Tea! T Tea!

On Hand and to arrive from London
100 HALF CHESTS TEA.
E. A. STRANG, - Chatham

Property for Sale.

THE Subscriber offers for sale that valuable property lately occupied by Mr. A. S. Templeton, situated on Upper Water Street, Chatham. The main building is fitted up for a shoe and dwelling, and the barn and other outbuildings are in good repair. For further particulars apply to
L. J. TWEEDIE, Barrister at Law.
Chatham Mar. 18th, 85.

SALT.

LANDING
EX SHIP 'CHARLES,'
2,200 Bags L'pool SALT.
GEO. S. deFOREST.
13 South Wharf

REMOVAL.

The Subscriber has opened his offices for the present in the Parker Building adjoining the store of H. A. Muirhead, Esq.
L. J. TWEEDIE.

CONFECTIONERY
FRUITS ETC.
Fresh Goods of Superior Quality
Always to be found at
M. J. STAPLES'S
Vondy Building, Chatham

COAL.

Anthracite Coal
in broken, stove and chestnut sizes,
—ALSO:—
—IN YARD—
200 tons old mines Sydney coal, best English house coal and Lingan coal. For sale cheap.
Thos. F. Gillespie.

Pork, Fish, Etc.

100 Barrels Mess Pork.
75 do. Plate Beef,
20 Cases Lard in tins.
6 do. French Tongue,
250 Quintls. good Codfish.
60 Bbls. split Herring
100 Hlf Bbls. split Herring.
85 p. kegs Morton's Pickles.
5 Casks Ass. Sauces.
100 kegs Carb. Soda.
50 Bbls. Onions.
150 boxes August Cheese.
100 " Layer Raisins.
50 Cases Hoeggs Corn, new.
Just received
Geo. S. DeForest.
13 South Wharf
St. John, N. B. Oct. 1885.

FOR SALE

At the Chatham Carriage and Sleigh Works a lot of DOUBLE and SINGLE

Truck Wagons.

Also a few double and single second hand driving

WAGONS.

To be sold Cheap.
A. ROBINSON.
Oct. 2—4m.

JOHN HAVILAND.

1st PRIZE Silver MEDAL.

CHATHAM, N. B.

Special Notice.

International Steamship Co'y.

THE New Steamers "STATE OF MAINE" and "CUMBERLAND" each having had their annual overhaul, will both be on the route early in February.

Commencing February 9th, it is the intention of the Company to change the days of leaving St. John to TUESDAYS and THURSDAYS.

Commencing on or about April 17th, the SATURDAY NIGHT TRIP direct from St. John to Boston, will be again put on.

H. W. CHISHOLM Agent

Removal.

The ADVANCE office is removed from the old stand Upper Water Street, to the building next (east) to Messrs. Guy, Bevan & Co's Office, Lower Water Street, Chatham.

Miramichi Advance,

CHATHAM, N. B. - - FEBRUARY 18, 1886.

Look Out for Yourself.

The Toronto *Globe* advises the liberals all over the country to look out for themselves in connection with the electoral lists now being prepared by the revising barristers under the Dominion Franchise Act, which though not at all necessary and an undue interference with the understandings had with the different provinces of the Dominion, is the law of the land, and will be taken advantage of by Sir John A. Macdonald's followers everywhere in Canada. The *Globe* directs attention to the tactics employed by Sir John's agents in Toronto and it is probable—in view of the scandalous list-stuffing recently practiced in certain parishes in Northumberland—that a similar operation is going on among us. The *Globe* says—

"Cases have been mentioned to us in which the paid Tory canvassers, who are now scouring the highways and byways of this city for the names of Conservatives to be put on the voters' lists, have taken down the names of Liberals, saying they 'would see to getting them on the list.' This has been done in several large establishments through which the Tory canvassers have gone from head to foot Now it is barely possible that these Liberal names will be properly returned to the revising barristers. On the other hand, it is rather more than possible they will not. When it is mentioned that these said canvassers are paid for their work out of the Tory corruption fund, and that they are engaged to do the best they can for the party, it will be seen that on the whole the probabilities are that any Liberal names trusted to their tender mercies will have a very slim chance of appearing in print.

"We have also heard of cases in which these same Tory canvassers have the declaration of minors and other unqualified persons, and no doubt these will be shot into the revising barrister's office along with the rest."

The liberals all over the country should remember that the now dominant party in Canada, and which is undoubtedly tottering to its fall, is leaving no means, fair or foul, untried to maintain its ground. What it is losing in public confidence it seeks to replace by corrupting the electoral lists. It is strong in its secret organizations, which have professional politicians at their head, are officered by many in the inside and outside civil service and supported blindly by those who are receiving or have the promise of Dominion patronage. These are to see that the name of every controllable man known to them goes on the lists under the new franchise act, so that the honest voice of the legitimate electorate may be silenced. It is, therefore, important that each liberal in the country should make it his personal business to see that his name goes on the list where it belongs. It is now too late to secure a place on the preliminary lists, for they are about made up, but preliminary revision courts are to be held within four weeks after March 1st, at which those whose names have been omitted and are entitled to a vote may appear and have the omission made good. The main qualifications of the franchise bill are, as we have before stated,—

Property owners, cities	$300
" " towns	200
" " villages	150
" " townships	150
Income	300

Farmers' sons in counties.
Sons of persons owning and occupying real estate in cities and towns.
Tenants of any real property who have paid one year's rent at $2 month, $6 quarter, $12 half year, or $20 year.
Tenants renting any property assessed high enough to qualify owner as voter.
Fishermen owning land or personal property value $150

The interpretation clause of the Act defines "real property" as follows:—

"Real property means a lot or portion of a lot, or other portion or subdivision of real property, or a house, store, office, or building of any description whatsoever, or *any portion thereof*, situate upon real property and forming part thereof."

This enfranchises persons occupying a single room, or part of a single room, or part of an office, provided the rent paid for the same comes to the above-named sums.

The forms of application and declaration necessary are as follows—

FORM OF APPLICATION AND DECLARATION TO BE MADE BEFORE A JUSTICE OF THE PEACE, OR A NOTARY, ETC.

IN THE MATTER OF THE ELECTORAL FRANCHISE ACT.

I (do his Saith) of the (City, Town, Village, or Township) of ——, in the County of ——, in the Province of ——, do hereby apply to have my name placed upon the first general list of Voters for the Municipality of ——, in the Electoral District of ——, in the Province of Ontario, under "The Electoral Franchise Act," for the following qualification:

1. That I am of the full age of twenty-one years, a British subject by the Electoral Franchise Act, or by any law of the Dominion of Canada, and qualified or possessed to be entitled to vote as a member to serve in the House of Commons of Canada.

2. That I am a British subject by (birth or naturalization)

3. That I am the owner of ——

4. That such real property is of the value of at least —— dollars.

Dated this —— day of ——, 188—.

To the Revising officer for the said Electoral District. } Signature of Applicant.

P. O. Address, ——

Declaration.

IN THE MATTER OF THE ELECTORAL FRANCHISE ACT.

Province of Ontario, }
County of ——, } I, —— the applicant named in the foregoing application, do solemnly declare:—

1. That the statements contained in the said application are true in substance and in fact.

2. That I verily believe that I am entitled to have my name on the List of Voters in said application referred to on the grounds therein mentioned.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the Act passed in the thirty-seventh year of Her Majesty's reign, intituled "An Act for the suppression of voluntary and extra-judicial oaths." Declared before me at ——
In the County of ——, this day of ——, A. D. 188—. } Justice of the Peace.

Clauses to be substituted for Clause 3 in the cases of Tenants, Occupants, Income, Voters, Property-owners' Sons, etc.

FORM FOR TENANT.

3. That I am the tenant of ——under a lease from one (here name landlord) of the ——of——in the County of ——at a (monthly, quarterly, half-yearly or yearly) rental of at least ——dollars, and have been in possession thereof as such tenant for at least one year next before the first day of January, 1886, and have really and bona fide paid one year's rent, for such real property at not less than the rate aforesaid, such one year's rent being the year's rent up to the ——day of 1885, which was the last day of payment.

FORM FOR OCCUPANT.

3. That I am the bona fide occupant of —— and have been in possession thereof as such occupant for one year next before the first day of January, 1886, and am and have been for such time in the enjoyment of the revenues and profits thereof for——

FORM FOR INCOME VOTER.

3. That I am a resident within the ——of——, and derive an income from——of not less than Three Hundred Dollars annually, and have so derived such income and been such resident for one year next before the first day of January, 1886, and now reside at ——

FORM FOR SONS OF PROPRIETOR-OWNERS, OCCUPANTS, TENANTS, FARMERS, ETC.

3. That I am the (son, grandson, stepson, or son-in-law) of ——of the ——of ——in the County of ——, who is the occupant and owner of ——which is of the value of ——dollars, and I am and have been resident upon such property continuously (if absent as a student or a mariner insert here), with my said ——father ——being such owner for one year next before the first day of January, 1886, except during ——months of said year in all, and I am not otherwise qualified to vote than as aforesaid.

Local Politics.

Matters are not progressing so favorably for "the ticket" as its originators had anticipated, and, it is said, the Newcastle committee are now sorry they issued their manifesto so soon.

The efforts made to secure signatures to the nomination will, no doubt, result in securing every available name in the County, and even those of many electors who will not vote for the four men. The different districts in each of the thirteen parishes of the County have been personally visited by members of Messrs Park & Adams' Committee, their friends or employees, and men who plainly told them they would not vote the ticket have been coaxed to "give us your name anyway."

The talk is that Mr. Adams is sure to win and [illegible] in his power to induce his friends to vote the ticket, straight, and especially to support Mr. Park, but he really has no hope of absolute success beyond himself. It is conceded that Mr. Burchill is a strong man with the electors and that his chances of being up in a safe position on the poll are first rate. Mr. Gillespie's friends all over the County are determined to re-elect him, many who will give a vote or two for certain gentlemen on the ticket sharing in this feeling. Indeed it would be strange if this were not so.

Ex-Councillor Loggie, who went all over the County recently in his capacity as Valuator informs us that he did some canvassing at the same time and received numerous assurances of support as a candidate. Whether he will finally determine to run is not yet certain.

In fact, it is far too early in the day to know, with any degree of certainty, how the question of Northumberland's representation in the next Assembly should be determined. That men have been sent out from, or entirely moved by Messrs. Park and Adams, to go all over the County and canvass people to ask those gentlemen and two others of their choice to be candidates, does not commend itself to the average elector, who does not feel entirely satisfied with having his liberty of choice and judgment taken from him so far in advance of the event; while the fact that the professional politicians seek to bind him at so early a day suggests the idea that they are afraid of the future and think that if he were not bound to them now he would vote for some other candidates when better informed of the claims of all to his support.

There is a feeling abroad that until the policy and merits of the two parties are more thoroughly discussed, this effort to secure promises of support are exceedingly ill-timed and display a fear on the part of Messrs. Park and Adams that they cannot face the people in the ordinary way but desire to snatch a verdict on an *ex parte* hearing and, having a lawyers [illegible] the non-professional constituency will not discover the meaning of the trick until it is too late.

It might be expected that gentlemen of the position of Mr. John Fish of Newcastle who, with Mr. John D. Creaghan, went up the Northwest Miramichi to get signatures to the requisition, would abstain from the barefaced misrepresentation which we are informed he resorted to in order to get respectable men's names on their paper. A reliable correspondent, writing from Southesk, says these gentlemen assured him there was to be a dissolution of the House by the Lieut. Governor just as soon as it assembled at Fredericton: also that they charged the present Government with all manner of mismanagement and blunders and Mr. John Fish also told me that it was entirely at the instance of Mr. Snowball that this move was being made. To this, of course, I could make no reply as I did not know the truth or falsehood of the matter."

When this precious Newcastle committee send men through the County to utter such barefaced falsehoods as that Mr. Snowball favors the proposed ticket, or any candidate in opposition to the present local Government, it shows how desperate their case is. Mr. Snowball is known to be in Great Britain and these leading citizens take advantage of his absence to use his name in order to further their corrupt design of inducing two supporters of the Government to give the lie to their whole political record. The cause is entirely worthy of the means that are being resorted to for its promotion, but sensible people will know how to estimate the value of a requisition obtained by such means. Mr. Snowball, before he left for England, was informed of the efforts being made to get up the proposed ticket and expressed his unqualified condemnation of it, as well as of the utter lack of principle which constitutes its most prominent feature, and leads honest men to look upon so-called "politics" almost with disgust. He has the same views of the stump-age question as other people on the Miramichi, but the Blair Government has no stronger supporter in the province than he, and the most unwarranted liberty that Mr. Fish has taken in making use of Mr. Snowball's name shows that he has no proper sense of moral or any other responsibility which gentlemen generally recognise, however desirous they may be to promote the interests of political friends.

Our correspondent and some of his neighbors appear to have treated Mr. Fish as he deserved. They told him and his fellow-committeeman that if they had a thousand votes such a ticket would not get one of them and when they talked of Government mismanagement they were assured that the picture they drew was that of the late Government, of which Mr. Adams, the leading spirit of the ticket, had been a member. They were reminded of Mr. Adams' land-grabbing on the Northwest river, which so ill accords with the plank in the ticket-platform relating to the people's interests in the fisheries. In this connection, also, Messrs. Fish and Creaghan were reminded that Mr. Adams was one of the leading men responsible, directly and indirectly, for the [illegible] discouraging condition of the Northwest salmon and bass fisheries, for he was the principal adviser of the Dominion Government and had held the same relationship to Mr. Mitchell when the fisheries mismanagement was inaugurated.

It is said that Mr. John O'Brien of Nelson, when coaxing his neighbors to sign the requisition did not remind them of Messrs Adams and Park's opposition to the Nelson Bridge, or of his own statement in the public meeting at Nelson that the government could not be expected to build it.

The *Advocate* has, at last, been permitted to refer to the subject of the requisition and intimates that

"Residents of Newcastle, Chatham Nelson, Derby and Rogersville have formed an organization with the view of securing the return of four members to the Local Legislature who will work shoulder to shoulder for the general interests of Northumberland and the Northern section of the Province. With this desirable object in view, copies of a requisition have within the past ten or twelve days been circulated in the various parishes, requesting Messrs. M. Adams, W. A. Park, L. J. Tweedie, and E. Hutchison to allow themselves to be put in nomination at the approaching general election. This requisition has elicited such a hearty response from the electors, that we do not see how these gentlemen can refuse to accede to the request."

The heartiness of the response in Chatham and Nelson, after the ten or twelve days, work that has been done, ought not to be very encouraging. Such a ticket may commend itself to the wire-pullers of Newcastle and Derby, but the way in which the gentlemen to whom the requisitions were entrusted in Nelson and Chatham have thrown up the job is decidedly discouraging to those interested, and ought to be a hint to Mr. Tweedie that better things than such an alliance are expected of him. It is understood that he would not consent to run on the ticket for some time, because of his well known record as a believer in and supporter of the present government. No requisition can justify him in doing what he might consider it wrong to do of his own mere motion. "If sinners entice thee, consent thou not" might be sound in Scripture but it reads this request for him to become a political apostate, and warn him against the Newcastle trap set for his political destruction. The Miramichi says—

"But if [illegible] will receive a reduction of the stumpage on timber, a reform in some of the laws now on the statute book, and a more economical administration of public affairs that seems too much to be regarded—that energy, economy, and a strict application of public revenue to public purposes is necessary, and that the time has arrived when machinery of government ought to be simplified and reduced to something like an economical basis."

It seems that these ticket-makers have boldly appropriated the ideas enunciated by Councillor Smith in his recent speech in the Municipal Council on the subject of the stumpage policy, but as the gentlemen of the ticket are all members or ex-members of the legislature and never attempted any of the reforms mentioned, their promises will not have much weight just now. The ticket is a "rope of sand" as we said last week. It cannot be made to hold together. Its [illegible] repudiates it and its leaders [illegible]

Chatham Street and Fire Services Bill.

We make room this week, for the following, which is a copy of the Bill submitted to and approved by the Municipal Council at its late session and ordered to be sent, with the Council's recommendation, to the local legislature for enactment,—

BILL

AN ACT relating to Street and Fire services in the Town of Chatham.

WHEREAS it is expedient for the better administration of the Street and Fire services in the Fire District of the Town of Chatham that said services shall be under one control and management—

Be it enacted by the Lieutenant Governor, Legislative Council and Assembly as follows:—

1 That all matters relating to the control and management of Highways, Streets and Roads within the said District of the Town of Chatham, now by law under the control and management, or in the administration of the Street Commissioner; and, all matters relating to the Fire Service in said District and Town, now by law under the control and management, or in the administration of the Firewards of said Town, shall, as hereinafter provided, be under the control and management of one Board to be known as the Street and Fire Commissioners of the Town of Chatham.

2 The said Board shall, within the said Street and Fire District, perform all the duties required by law to be performed by the Commissioners or Surveyors of Roads, and Firewards of the said Town; and shall have all the power and authority, and shall perform all the other duties within the said District authorized and required by the laws now in force, or that may hereinafter be in force relating to the said Street and Fire District; and shall be liable to all the penalties therein provided for the neglect or refusal to perform the duties thereby imposed.

3 The Board shall consist of eleven members as follows,—three to be chosen from among the residents and ratepayers of each of the three wards into which said District is hereinafter subdivided—and the Councillors for the time-being, of the Parish.

4 The members of the said Board, other than the Councillors aforesaid, shall be appointed annually by the Municipal Council of the County of Northumberland at its January session, in the same manner as County and Parish Officers are appointed, and shall hold office until the appointment of their successors, provided however that the first Board under this Act shall be the Councillors for the Parish of Chatham and the firewards and street commissioner of the town of Chatham who shall hold office until the next January session of said Municipal Council.

5 Should a vacancy occur at any time by the death, resignation, removal from the District or otherwise of a member of the Board, it shall be filled in the same manner as provided in the Municipalities Act for filling vacant County or Parish Offices.

6 The said Board shall organize by appointing a Chairman, Secretary and Treasurer who shall each be elected at the annual meeting, which shall take place on the Monday first after the close of the January session of the Municipal Council in each year, provided, however, that the first Board under this Act shall organize within ten days after the passing of this Act.

7 The said Fire District shall be subdivided into three wards. No. 1 to be all that part of the district west of St. John Street and that part of Water Street extending from Golden Ball Corner, so called, to and including the Public Slip near the Muirhead Wharf; No. 2 to be from the east line of No. 1 to King Street, so called, and No. 3 to be all that part of said district, east of No. 2.

8 Whenever unused and dilapidated, buildings, buildings that have been damaged by fire or other sources of danger from fire exist within the district, it shall be the duty of the Board to notify the owner or owners thereof, or their agents to remove or place the same in a safe condition, to the satisfaction of the Board and if such notice (which shall be in writing and served upon such owner or agent, personally,) is not obeyed within ten days after service, the Board may cause the removal or improvement to be made at the cost of such owner or agent—which cost shall be collected from such owner or agent in the name of the Chairman of the said Board, and the proceedings shall be regulated as near as may be by the law now or hereafter in force relating to actions before Justices of the Peace in civil suits.

9 The said Board shall make By-Laws and Regulations for the management of its internal affairs and the services under its control, said last named By-Laws and Regulations to be approved by the Lieutenant-Governor in Council and published in the same way as those of the Municipal Council and have the same force and effect thereafter within the District aforesaid.

10 The said Board shall lay its Accounts before the Municipal Council in the same manner as is now done by the Firewards of said Town, and the levying, assessing and collecting of Rates for the maintenance of the said Street and Fire services shall be ordered by the Municipal Council.

Several suggestions have been made by gentlemen of experience in the management of our street and fire services with a view of improving the provisions of the above bill. On the question of combining the two services there seems to be no difference of opinion. Two or three gentlemen, including Mr. Watt who ran, unsuccessfully, for a seat at the Council and the editor of the *World* object to the Councillors being members of the Board, but both of these have so mixed up their objections with misstatements respecting the present Councillors as to shew that they are swayed by personal feeling which prevents them from approaching the matter in the only way that can be of service to those acting in behalf of the public.

An alteration making the upper limit of the street district Clarke's Cove, as at present, will be necessary.

It has been suggested, since the meeting of Council that the money required for road and street service might be raised in the same way as the fire and police funds. At present, there is a poll-levy of three days' labor, or ninety cents, on every resident. It has been suggested that this statute labor tax be set aside and a poll assessment of fifty to seventy-five cents be substituted, the necessary balance to be made a property and income tax in the usual way and collected by the collector of rates with the other town assessment. The members for the County would, no doubt, be glad to learn the views of the town people on this or any other point that may be suggested. By all means, let the bill have the fullest scrutiny and let any one interested present his views in the proper spirit so that they may have due consideration. We hope that, before long, Chatham will become incorporated, so that all its local interests and services may be in the hands of a council of its people's choosing. They cannot be adequately represented under the present system at the County Council for although Chatham bears nearly one third of the burdens of the County it has only a thirteenth vote, even in its own local affairs, which should be entirely controlled at Chatham, instead of Newcastle. In this connection, we do not speak in any sectional sense, for we believe a Newcastle Town Council is also needed for the improvement of the affairs of that important centre of population, property and business. We are decidedly behind the times in this respect and ought to recognise our sense of the fact by seeking incorporation as soon as possible.

Pilotage Dues at Dundee.

The Pilotage Committee of the Dundee Harbor Trust, at a meeting on Jan. 18, had under consideration the desirableness of increasing the dues for pilotage. Hitherto these dues have been levied according to the draught of water, but with the improved class of vessels frequenting the port this system has been found insufficient. The committee resolved to recommend the trustees to apply to the Board of Trade for permission to impose a surtax of from ½d to 1d per ton on vessels over 500 tons burthen. It was also agreed that the winter months, during which higher rates are charged, should extend from Oct. 1 to March 31—six months, instead of four months as at present. It is understood to be the intention of the trustees to increase the pilotage dues so as to enable them to replace the cutters by steam vessels, and also to train well educated young men to act as pilots.

Miramichi Pilotage.

To the Editor of the Telegraph:—

SIR: A copy of a paper called the Union Advocate, published at Newcastle and dated the 10th inst., has been sent to me, I presume with the view of drawing my attention to some rather strong remarks on the subject of the Miramichi pilotage, and referring particularly to your article on the same subject as well as to my own firm.

Personally, I would not think it worth while to notice the article in question, but I think it is only due to you to say that substantially your remarks are correct.

It seems a pity that a matter of this kind, which is of more or less public importance, could not be referred to without importing personalities which in no way affect the issue, and which, to my mind, would only tend to prejudice the mind of an impartial reader against the particular view of the case which the writer seeks to uphold.

Of what possible interest can it be to any one or what weight is there in such a sentence as "There are other and larger exporters who own vessels which come here regularly and whom seem satisfied?" Or to have the names of some local gentlemen, no matter how estimable they may be, referred to, unless it is stated what their opinions are.

As a matter of fact the statement is not true, as a majority of the gentlemen referred to expressed to me personally their dissatisfaction with the present pilotage system. Such reckless statements as "Are well known to be the only persons dissatisfied with the present pilotage regulations," and "As a matter of fact no shipmaster has complained of not being so boarded," are of exactly the same character and unworthy of credit.

It would be wasting time to follow all that is said about "the good name of the port," "the compulsory rules," "the dangers which beset the navigator," etc. They can only be brought into prominence in order to divert attention from the real danger and cause of complaint.

What is complained of is that the present regulations invert the natural order of the work which, instead of making it necessary for the pilots to go out and bring in the vessels, compel the vessels to come in in search of the pilots.

"Vessels do not require pilots till after Escuminac is passed," says the Union Advocate, with the irresponsible confidence that characterizes its other statements; but in this it is at variance with the Miramichi pilot commissioners, who stated to me that vessels ought to be boarded outside that point. Then there is a tremendous effort to try and gloss over the accident to the Clifton, which went ashore at Escuminac owing to the negligence or indifference of the pilots. It is wonderful how the truth can be hidden by verbosity, and how difficultly a very simple matter can be stated. The Union Advocate says on this point: "It is absolutely false to state that the captain of this steamer requested the pilot boat engaged in fishing to put a pilot on board and that the request was refused." This is a tremendous, high-sounding statement, and might be supposed to silence and opposers. In their report to the marine department at Ottawa, on the same subject the pilot commissioners say: "The S. S. Clifton was coming in past Escuminac point on a fine day in broad daylight. There were two pilot boats on the station one inside and one outside the point."

From that statement it would appear that both these boats were on duty and available for pilotage service. I personally inquired into the matter when I was last at Chatham, and Mr. McEachern's (leading pilot and lately pilot master) statement of the facts of the case is: "There was a pilot boat outside the Escuminac Point when the Clifton came up, and they would have put a pilot on board but it was not their turn."

This is the simple truth, the boat was out fishing and not in service, and yet, because the steamer did not go up and beg for a pilot, we have the thundering expressions "absolutely false," etc. Are the facts materially different? I think not. I shall not comment on the statement of the pilot commissioners that the boat was in the station. But what is the result? The Clifton is run ashore, and of course it is, "the stupidity, or worse, of the captain," for he should have known that "a pilot boat was in sight to put a pilot on board." How was the captain to know the difference between the two boats, or which was in turn or which was not? One boat was fishing, and for all he knew the other might have been similarly engaged, the only sure thing being that whether the Clifton gets a pilot or not the pilotage has to be paid.

Following all this there is another incident, the steamer has to be piloted and the bill of costs, amounting to probably $5,000, has to be paid, but where are the pilots, the pilot master and all the great people who seem satisfied but who are nameless? No competition over this part of the business, no rushing for what will be held up to an admiring public as the philanthropic payers of your bill. That is a pleasure reserved for the others, but we must not complain. The whole thing is too ludicrous and the barefaced effrontery of the statements is only equalled by their untruthfulness and misleading character.

I was on board the Clifton on her last trip to Chatham, having joined her at Charlottetown, and notwithstanding her having been ashore before and the time of her arrival being known, we looked in vain for a pilot. The steamer approached Escuminac Point, but there was not a pilot boat in sight and she had to go miles out of her course to the northward in order to make sure she had rounded the point where she went ashore before and she did not get a pilot until she had crept in round the point and was practically in the river and out of danger. Of course the captain was at fault, it is said he did not signal for a pilot, and as to the truth of this I could not say for I did not take notice, but I do know that it would not have made the slightest difference whether he did or did not as there was no boat in sight, and it was a fair, clear day. The captain is accused of stupidity because he had his chart, but if every captain could bring his ship into port by his chart what is the necessity for pilots? Practically however, it has almost come to this at Miramichi, there are no sea pilots and the tug boats could do all that is necessary in the river.

The inefficiency of the pilotage service from the very start of these negotiations is notorious and constantly complained of. I brought the matter under the notice of the pilot commissioners when at Newcastle, and without a dissenting voice I was asked by them to forbear bringing the matter up officially, one of them citing an instance where a ship consigned to himself made the entrance of the port, but had to stand off because she could not get a pilot, and was afterwards lost on Prince Edward Island.

I might briefly notice the statement that we are influenced in the matter by a desire of making a few extra dollars." I cannot imagine a way in which we could make the slightest gain, nor have I a desire on the subject other than to make it possible for a ship or steamer to get a pilot outside the port so as to keep her out of danger. The pilots are good men themselves, but they are badly advised and misguided, and they know that their rules and regulations have been the cause of serious and heavy losses, and they ought to have good sense enough to remedy the evils themselves without waiting to have their compulsory employment abolished.

When it is considered how little and how reasonable is what is required of the pilots, there must be some strange and conflicting outside influence at work that brings the pilots and the trade of the port in conflict on a point where the interests of the trade and the pilots are identical. It will not, however, obstruct the speedy settlement of the matter.

I might notice the letter of North Shore in your issue of the 12th inst., but I think if the writer is authorized to speak for the other shippers, etc., whom he refers, he might lend to his communication the weight and authority of his name. The letter reads more like the effusion of an irresponsible hanger on, who, without interest or authority of his own, is content to imagine a greatness he does not possess, and to look for favor amongst those whom he is supposed to advocate to his own disgrace and to their great loss. No amount of statements and letter writing about matters which are not disputed will alter the great, broad and glaring fact that shippers consigning their vessels to Miramichi are called on to take risks which are dangerous and unnecessary, and it matters little to them whether the pilots are good or bad, industrious or lazy, engaged at fishing or otherwise, if they can get the bird when they are wanted.

Yours truly,
ROBERT A. STEWART.

"Fond of Our Air Game."

A Montreal despatch of Friday last says:—

Society is excited over a pending scandal in which a well known broker and well-figures as the principal features. It is said that the broker received over $12,000 to place for a friend. There was a fascination for him in poker, and he lost between $2000 and $4000 and then repaired to another rendezvous where a draw poker game was in vogue when, after vainly attempting to recoup his losses, he went home. His wife, it is alleged, had long been aware of her husband's passion for gambling, and fearing by his excited manner that he had been losing heavily, searched his pockets as soon as he retired, and appropriated the rest of the money amounting to some $10,000. The husband, when he discovered the flight of his position and demanded the money back, not being refused, began [illegible] fire, causing terrible havoc and uproar. Too late, however, to stop the money until the husband was in a calmer state of mind. It may the matter was placed in the hands of a detective, and it is thought an amicable settlement will be reached.

MUSSELMEN.—See advertisement for tenders.

A Remarkable Distribution.

The 188th Grand Monthly Drawing of the Louisiana State Lottery occurred as usual at New Orleans, January, 12th. The First Prize of $75,000 was won by No. 21,215, sold in fifths at $1.00 each—one-half by Mr. Oldenstein, care of M. Hess, No. 5 Chambers st., New York City; one to J. F. Benson, care of Jno. Cain, No. 527 Main st., Kansas City, Mo.; one to Isaac Schwartz of Kansas City, Mo., paid through the Bank of Commerce there. The Second Prize of $25,000 was won by No. 8,621, also sold in fifths at $1 each—one held by E. A. Burnside, Cincinnati, O., paid through Southern Express Co., who paid another fifth to Joseph Wirthmer of Chicago, Ill.; one to A. R. Simonds, 56 Elm st., Manchester, N. H., etc., etc. No. 70,658 drew the Third Prize ($10,000), also sold in fifths at $1 each—one to W. A. Turner, No. 10 Third st., one to J. B. Martin, No. 605 Montgomery st., both of San Francisco, Cal., paid through Wells, Fargo & Co.; [illegible] one held by G. Bruetzman of Hamilton, Texas, where also dwell J. C.