

Louisiana State Lottery Company

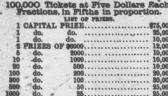
"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings hem-selves, and that the same are conducted with honesty, fairness, and in good failh ioward all parties, and we authorise the Domanant to use this certificate with fac use this certificate, with fac-

Manegar tall

as made a part of the present in the The only Lottery ever voted on and endorsed by the optimate of any State.

Its Grand Single Number Drawings

A SPLENDID OPPORTUNITY TO VIN A FORTUNE. FIFTH GRAND RAWING, CLASS E, IN THE ACADEMY OF USIC, NEW ORLEANS, TUSSDAY, MAY IS 1884-168th Monthly Drawing. CAPITAL PRIZE, \$75,000.



APPROXIMATION PRINE

tion for rates to Clubs should be made Office of the Company in New Orleans as Office of the Company in New Orleans, rther information write clearly, giving ress. Make P. O. Money Orders payable oss Registered Lationey Orders payable New Orleans National Bank,

New Orleans, La. POSTAL NOTES and ordinary letters by Mail or Express (all sums of \$5 and upwards by or M. A. Dauphin, 607 Seventh St. Washington, D. C.



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MEN'S BOYS' & YOUTHS' READY - MADE CLOTHING.

White and Regatta SHIRTS.

FRESE STOCK OF

EEEE AAAAA

PER S. S. DURHAM CITY.

MIRAMICHI ADVANCE, CHATHAM, NEW BRUNSWICK, MAY 8, 1884.

Snowball, Senator Muirhead, Mr. Mor- and Mr. Rowley, of York and Senator at the end of a railway could not but be April, 1884, \$42,592 ; falling off \$159,rison and some other gentlemen of Chatham and Fredericton. These gen self representing Miramichi. He had the Mackenzie said Chatham need not regret tlemen subscribed stock and paid up choice of the seventh man, who was the that the I. C. R. was built at a distance SIR CHAS. TUPPER has tendered his \$20,000 and advertised a meeting for late John Pickard, now deceased. On from her, for she would some day have a resignation as a member of Parliament

\$20,000 and advertised a meeting for organization, as the Act of Assembly required. As soon as they did this they were met by opposition on the part of gentlemen in Newcastle, who were in-terested in diverting the road to the serested in diverting the road to the absolutely bought and a portion be brought here by the road, work would North side of the river. To overcome this opposition the Company were ob-liged to apply to the Supreme Court in Equity for an injunction to restrain the

opposing gentlemen, which injunction It had been charged that the Company life. [Great applause and cheers.] Weldon, by whose decision it was estab. Weldon, by whose decision it was estab. lished that the Gibson Snowball Com- deposit and, in addition, made its invest- the remarks of Messrs. Snowball and 000 ; S. S. Leopard with 10,000. pany, as it is called, was the only legal ments in rails, besides paying for surveys Tweedie, moved the following,-

the County at large will rejoice over the announcement made at a public meeting in Chatham on Monday even ing last that construction is to be begun at once by the Northern and Western Railway Company on both eads of the Miramich Valley Railway at to be pushed forward with the enterprise and energy which have characterised that organization since its formation only a few months ago. Our people are already abundantly familiar with the efforts made by the Company to some work and with the lowar at its called, was the original provi-sin for a junction wills the lowar aprices and the original provi-sin for a junction wills the lowar aprices and the original provi-sin for a junction wills the lowar aprices and the original provi-sin for a junction wills the for all oppoint fairly and openly, and i and the County was contemplating only a branch of 14 miles from the Interco-tion in a to the upper part of Derby a all it was to receive instead of the through line which the Company had done more than was done wall it was to receive instead of the through line which the Company had done more than was done wall it was to receive instead of the through line which the Company had done more than was done wall it was to receive instead of the through line which the Company had done more than was done wall it was to receive instead of the through line which the Company had done more than was done wall it was to receive instead of the through line which the Company had done more than was done wall it was to receive instead of the project, and the County was contemplating only a branch of 14 miles from the Interco-tion in the Warts and the company had done more than was done wall it was to receive instead of the project, and the County was contemplating only a branch of 14 miles from the Interco-tor the alloption the alloption the more than was done was carried by very large majorities in the through line which the Company had done more than was done was carried by very large majorities in the through line which the Company by the other alleged company in eight heard of the excellent work that was years. The legislation desired being done in securing the legislation required al gentlemen and being put to the meetsecured, there was, apparently, every at Fredericton and of the gratifying inter-encouragement to proceed with the est which the people of the County had T. F. Keary, Esq. then moved as folthe combined efforts of the Company work. New engagements were entered taken in the enterprise and his surprise lows. and its friends and, with Chatham as a unit at its back, sustained by the good will and sympathy of nearly every man in the County, the construction of the 2,500 will and shipped. With the \$3,900 per in the County, the construction of the constru

amount of \$20,000 to aid and encour-age the Northern and Western Railway Company in the construction of the eastern end of the Miramichi Valley

Our Newfoundland correspondent, writes as follows of the seal fishing-S. S. Aurora has arrived at St. Johns with 28,000 seals ; S. S. Neptune, with 41,000 ; S. S. Falcon, with 10,000 ; S. The S. S. Tiger, owned by Messrs.

Walter Grieve &Co. of St. John's and commanded by Capt. Dawe was lost by being crushed in the ice. All of t crew were saved. The sailing vessels are not doing

much. One returned on 10th April with only 150 seals, which will not pay expenses. This vessel reports the remainder of the fleet as not doing anything on account of the ice being so

> way to the seals. Our correspondent also says that the cod fishery has been remarkably good

this season, as the ice has kept clear of the coast. The winter has not been very sever

and the spring has been altogether fine, the snow and ice being all gone, save from the tops of the mountains where The resolution was seconded by sever- it remains the year round.

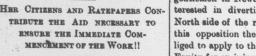
Will he Explain ?

Chatham people are rather interested over the fact that Mr. Davidson, Q. C. M. L. C., sent that telegram to Mr.

eastern end of the Miramichi Valley Railway, running from Chatham Junc-tion to Bartholomew River, or Mo-Laggan's mills, so called. tion to Bartholomew River, or Mo-Laggan's mills, so called. L.J. Tweecie, Esq., in response to numerous calls proceeded to the plat-form, where he was received with ap-plause. He said the Chairman had ex-plained the object of the meeting fairly, the matter of Railways could see this meeting and witness it enthusiaam plained the object of the meeting fairly, which was one well worthy of the atten-tion of the people of Chatham. He had no doubt that construction of the road or long delay thereof depended on the meeting's action, and the question people of the largest and most influen-the meeting's action, and the question was, did they want the railway built tial parishes could not be long ignored. The meeting's action, and the question the meeting's action, and the question the meeting's action, and the question the meeting's action, and the guestion the meeting's action and the guestion the meeting's action and the guestion at the guestion presents itself, then, whether, having been guilty of tele-



READY-MADE CLOTHING! RANGING IN PRICE FROM \$5.00 TO \$15.00 PER SUIT. **GENTS' FURNISHING DEPARTMENT** NOW COMPLETE. A Saving of Ten Per Cent effected by Buying at Loggie & Burr's. Loggie & Burr, '- - Pierce Block. HERRINGS A MAN HERRINGS !!



Enthusiastic Public Meeting! We are quite sure that the people of

the County at large will rejoice over

Miramichi Advance.

CHATHAM, - - - MAY 8, 1884.

Miramichi Valley Railway

CHATHAM TO THE FRONT !!

through line which the Company had

prepared to build. Such was the situation a week ago. Today, through

WHOLESALE AND RETAIL I. HARRIS & SON. WATER STREET, - CHATHAM, N. B.

IRON, OAKUM, **BOILER PLATES.** SLED SHOE STEEL, Sheet Zinc,

Sheet Iron.

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230 BOILER PLATES, Best B. R., B B. B., nd Lewmoor : Boiler Tubes and Rivets 471 Bdls, Sled Shoe Steel :

47 Bdls. Toe Calk Steel ; \$7 Bdls. and 15 Bars Round Machine Steel-

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for the

was, did they want the railway built that parishes could not be long ignored. from Chatham Junction to Fredericton. [Cries of "We do !" and applause.] Mr. Tweedie then briefly sketched the his Tweedie then bri

Tweedie then briefly sketched the his-tory of the undertaking. An Act of Assembly was passed in 1872 incorpor-ating a Company to build this railway from the town of Chatham—and he from the town of Chatham—and he town. If the Dominion Government would have the meeting remember that. It was to be from Fredericton to the mass coming when it would do so. Mr. Town of Chatham—not to Derby or any Snowball, who had just came in, would, other point but Chatham, and Chatham no doubt, inform the meeting as to the night, for Ottawa, and place the whole promised to assist in obtaining legislation only. In 1874 the Assembly passed a facility Act offering \$5,000 per mile to a railway from Fredericton to the I. C. R. in the Parish of Nelson or Derby, Chatham Branch being then undertaken, to company was the subsidy was restored they would never have to be redeemed. If issued and the subsidy was restored the Company was supposed to have been organised in 1875 under the Act of 1872, Directors chosen, etc., but that the Town, and the probability was noting would have to be paid. In any only. In 1874 the Assembly passed a Company's plans. Let Chatham do her matter fairly before the Minister of Rail- by which they would be enabled to allow 1872, Directors chosen, etc., but that nothing would have to be paid. In any isting between them were always pleasant. the Debentures voted by this meeting decorated with flags and were thronged Company ignored one important provi- case he believed the men of Chatham He believed that next year or the year would, no doubt, be placed in his hands sion of their Act, viz., that they were required—as a necessity to their proper the Company in its time of need. [Mr.] formation-to pay up \$20,000 cash, of Tweedie's speech was frequently ap- the meantime, however, the road must be their interests were fully guarded as well mother of Grand Duke Louis. They were the capital stock subscribed. A survey plauded, and he was heartily cheered at built, even though the Government should, as those of the Con pany. Mr. Gillespie followed by a procession composed of after encouraging this Company, see fit to next referred to the benefits the road Royal guests, Queen Victoria leading, fol-

was made of both sides of the river to. the expenses of which people in the different parishes chiefly interested con-tributed. Nothing further was done, however, as that Company did not get into a position to go on with the work. In 1882 the Local Act authorising the subsidy of \$5,000 a mile lapsed and a new facility, bill providing aid to the extent of \$3,000 a mile for the Valley and other roads passed, but certain members of Government and the Legis-four Mchatham, by making the subsidy offered to apply to the North side of the treminus of the road, origin the cold, in May, 1883, the Dominion Govern-ment passed an Act by which a subsidy was granted to the Northern and Wete berg signed and to by which a subsidy was granted to the Northern and Wete berg signed and to by which a subsidy was granted to the Northern and Wete berg signed and the bergin ing over the Railway. The Ratepayers were, no doubt, better informed of what had taken place during the last four months than he was, because they with the subsidy offered to apply to the North side of the ing over the Railway. The Ratepayers ing over the Railway. The Ratepayers were, no doubt, better informed of what had taken place during the last four months than he was, because they with the subsidy offered to apply to the North side of the inform Chatham, mit the proper to take the cond inform Chatham, and build the road, [free inform Chatham, and the laster, the fore, rains will be running from Chatham and the laster, the fore, rains will be running from Chatham and the laster, the fore, rains will be running from Chatham and the laster informed to the read or just in the read inform the ing agreed and expressed the hope that, asy, ''we have been wronged and wi terminus of the road, oug in the cold. In May, 1883, the Dominion Govern-ment passed an Act by which a subsidy was granted to the Northern and West-ern Railway Company for thirty-two miles of their railway from the 1. C. R. to Dunphy's. The resolution on which this Act was based, as introduced by miles of their railway from the I. C. R. to Dunphy's. The resolution on which this Act was based, as introduced by the Minister of Railways, fixed the point of junction with the I. C. R. on the north side of the river, as was done the north side of the river as a bridge at Derby for the accommon the north side of the river as a bridge at Derby for the accommon the north side of the river as a bridge at Derby for the accommon the north side of the river as a bridge at Derby for the accommon the norther the north side of the in the local facility Act, but a telegra- the County and for Chatham-should have a bridge at Derby for the accommo- County to a greater or lesser extent—that care-taker, in the ventilator under one of phic remonstrance from Chatham led to be built. It was the prospect of the dation of the trade of that thriving Parish would carry this great enterprise success-

pine remonstrance from Chatham led to a change being made by which the Dominion subsidy would apply to the south, as well as to the north side. Soon after this, a meeting of the sup-posed Company was held in Newcastle posed Company was held in Newcastle ning order, and his doing this ought to that Chatham would come to the aid of the Valley Railway, Mr. Gibson, Mr. Snow- to circles is that the placing of the cartand Mr. Park—the Secretary—was in-structed to go to Fredericton to ask for least, had confidence in the undertaking would, therefore, say that it would give promoting its interests. a contract. He there learned that those and his belief that Chatham was to be this end of the line a claim to the worka contract. He there searched that those and his benef that Chatnam was to be this end of the line a claim to the work-who sent him were not a legally formed that those the terminus of the Miramichi Valley company, or in a position to ask for a contract. A number of those who had been acting with the supposed Company, that an place and the formation of the Norrealising that some seven years had al-thern and Western Company he said he ready passed, during most of which time went to England, feeling that the difficul-people did not appreciate, just yet, the

W. S. LOGGIE W. S. LOGGIE a larger amount of subsidy had been available than was then offered, and howing that the local subsidy then available than was then offered, and howing that the local subsidy then available than was then offered, and howing that the local subsidy then available than was then offered, and howing that the local subsidy then available than was then offered, and howing that the local subsidy then available than was then offered, and howing that the local subsidy then available than was then offered, and howing that the local subsidy then available than was then offered, and howing that the local subsidy then available in subsidy then available than was then offered, and howing that the local subsidy then available in each subsidy then available in the cooperation of capitalists, in order to secure many etc. Hand Dock route hat years were the success of the work. Mr (librar)

available was being absorbed by other roads, sought to enlist the co-operation of capitalists, in order to secure the success of the work. Mr. Gibson, and he was empowered to act in behalf of himself and his co-directors in making purchases and other arrangements to en-able the work to go on at once this year. He might here state that Miramichi and the board, which was composed of Alex. take hold of the road, together with Mr.

judices are involved, few men will here-

with sight-seers. After the performance

ing cheers were given for the Miramichi tached. Opinion in well-informed Toron- VERY FINE OLD ridges was a practical joke, or for the purpose of increasing the staff of watch

company was on the four dynamic cart-ridges found in the Government building at Toronto. He exhibited facsimile of the Freeman sees a way to promote some

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of 52 tons register, built at Miramichi in 1872. She is well found in every particular and adapted for freighting, trading, fishing or any other business requiring a good vessel. Apply too and the West by the sh HUGH MARQUIS, owner.

Seautiful Day Coscies, Magnidgent Morraen Besutiful Day Coscies, Magnidgent Morraen Biceping Cars, and the Seat Line of Dining in the World. Three Trains between Chicag Missoury River Points. Two Trains between Gogo and Minnespolis and St. Faul, via the Fa WE beg to intimate to Our Customers that we have now COMPLETED OUR SPRING STOCK of "ALBERT LEA ROUTE." A New and Dirret Line, vis Souces a fee, has recoulty boot opened between Borfolk, Newport News, Chaitanooga, A Fusta, Nashville, Louisville, Lezington, Justa, Nashville, Louisville, Lezington, Groceries & Provisions

ianapolis and Lafayette, and Omaha, Minneap and St. Paul and intermediate points. Trains. Tickets for sale at all principal Ticket Offices in the United States and Chanda. Baggage checked through and rates of fare al. Wars as low as competitors that affect of fare al. etailed information, get the Maps and Fold GREAT ROCK ISLAND ROUTE, At your nearest Ticket Office, or address R. R. GABLE, E. R. JOHN, Vice-Pres. & Gen'l Ner. Gen'l The & Pass. Age CHSCAQO.

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J. S. BENSON, M. R. C. S. Eng. J. B. BENSON, M. D. C. M. CHATHAM, 1st April, 1884.

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