General Business.

CAPITAL PRIZE. $75.000
Tickets only $5. Shares in proportion.

L.S.L.

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 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.

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 only Lottery ever voted on and endorsed by the people of any State.
It never scales or postpones.

Its Grand Single Number Drawings take place monthly.

A SPLENDID OPPORTUNITY TO WIN A FORTUNE. ELEVENTH GRAND DRAWING, CLASS L, IN THE ACADEMY OF MUSIC, NEW ORLEANS, TUESDAY, NOV. 10, 1885—186th Monthly Drawing.

CAPITAL PRIZE, 75,000

100,000 Tickets at Five Dollars Each.
Fractions in Fifths in proportion.

LIST OF PRIZES.

1 CAPITAL PRIZE		$75,000
1 do	do	25,000
1 do	do	10,000
2 PRIZES OF $6000		12,000
5 do	2000	10,000
10 do	1000	10,000
20 do	500	10,000
100 do	200	20,000
300 do	100	30,000
530 do	50	25,000
1000 do	25	25,000
APPROXIMATION PRIZES.		
9 Approximation Prizes of $750		6,750
9 do	do 500	4,500
9 do	do 250	2,250
19 7 Prizes, amounting to		$265,500

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.
OR
LOUISIANA NATIONAL BANK,
New Orleans, La.
STATE NATIONAL BANK,
New Orleans, La.
GERMANIA NATIONAL BANK,
New Orleans, La.

NOTICE OF SALE.

To George Arnold, formerly of the Parish of Chatham, in the County of Northumberland and Province of New Brunswick, at present of the United States of America, Cabinet Maker, and Annie Maria Arnold, his wife, and to all other persons whom it doth, shall, or may concern—

NOTICE is hereby given that in pursuance of a Power of Sale contained in a certain Indenture of Mortgage, made the second day of May, A. D. 1877, between the said George Arnold and Annie Maria Arnold, of the one part, and John Haviland, of the Parish of Chatham, aforesaid, Sadler, of the other part, duly recorded on the 24th day of May, A. D. 1877, in Volume 58 of the Records for the said County of Northumberland, pages 64, 65, 66 and 67, and numbered 47 in said volume.

There will for the purpose of satisfying the moneys secured by the said Indenture of Mortgage, default having been made in the payment thereof, be sold at Public Auction in front of the Post Office in Chatham, aforesaid, on MONDAY, the THIRTIETH day of NOVEMBER next at twelve o'clock, noon,—All that piece or lot of land situate in Chatham, aforesaid, and bounded as follows,—Commencing on the easterly side of King street at the point where the same crosses Duke Street; thence running easterly along the south side of Duke street, fifty feet to the westerly line of lot two; thence southerly and along that line at right angles to Duke Street, one hundred and three feet to the northerly line of lot six; thence westerly at right angles to the easterly side of King street, fifty feet; thence northerly, along the easterly side of King Street, one hundred and three feet to the place of beginning, together with all and singular the buildings and improvements thereon, and the rights, members' privileges, hereditaments and appurtenances to the said land and premises belonging or in any manner appertaining. And all the estate, right, title, dower and thirds, property claim and demand whatever, both at law and in equity, of them, the said George Arnold and Annie Maria Arnold of, in, to, out of, or upon the said lands and premises, or any part thereof.

Dated this 25th day of August, A. D. 1885.

JOHN HAVILAND,
Mortgagee.

ROBERT MURRAY,
Solicitor for Mortgagee.

Corsets! Corsets!

WE have just received a splendid assortment of Corsets in the following lines—
Crompton's Coraline Corset.
Ball's Health Preserving Corset
Dr. Warner's Health Corset.
Belle Corset. Mary Corset.
Lily do. Everlasting do.
And Nursing Corsets.

—ALSO—

Misses' Corsets Child's Waists, and a full lin of Corset steels

LOGGIE & Co.
Opposite Golden Ball.

"Little Giant" THRESHING MACHINES

With Late Improvements.

Also the improved "Benjamin." Every machine warranted. Write for circular and prices to

SMALL & FISHER,
1 O.W. WOODSTOCK.

STEAMER FOR SALE.

The subscriber offers the

STEAM YACHT "ADA"

for sale. Her dimensions are—
Length 34ft.
Depth 3ft. 6in
Width 6ft. 3in

She is one year old, has double engines, horizontal return tubular boiler, 33 in. propeller and is well fitted and sound in every respect.

JOSEPH RUDDOCK

CANNED GOODS.

200 Cases Hoeggs Sugar Corn.
140 " Lion Brand Tomatoes.
80 " Salmon.
70 " Lobsters.
100 " Oysters.
40 " Peaches.
Green Peas, String Beans,
Baked Beans, Corn Beef,
Roast Mutton, Roast Beef.
For sale low by

DeFOREST, HARRISON & CO
7 and 8 North Wharf,
St. John, N. B.

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.

COFFINS & CASKETS

The Subscriber has on hand at his shop, superior assortment of

ROSEWOOD & WALNUT COFFINS,

COFFIN FINDINGS AND ROBES,

which he will supply at reasonable rates. BADGES FOR PALL BEARERS also supp

WM. McLEAN, - Undertak

SUBSCRIBE NOW FOR THE MIRAMICHI ADVANCE.

General Business.

COAL.

Daily expected in, the Schooner "Adeline" from New York.

400 TONS BEST QUALITY

Anthracite Coal

in broken, stove and chestnut sizes,

—ALSO—

the schooner "Matilda" with cargo of coal from Sydney

—IN YARD—

200 tons old mines Sydney coal, best English house coal and Lingan coal. For sale cheap.

Thos. F. Gillespie,

1885.

INTERNATIONAL STEAMSHIP COMP'Y

SUMMER ARRANGEMENT.

Three Trips a Week.

ON AND AFTER MONDAY, Sept. 27th, and until further notice, the New and Beautiful Steamers "State of Maine," and "Cumberland," will make THREE trips a week, leaving St. John every Monday, Wednesday and Friday mornings at 8 o'clock, local time, 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 8.30 o'clock, and Portland at 5 p. m., for Eastport and St. John.

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 the 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.

Fine Stock of FALL MILLINERY.

Cheap Dry Goods,

STOCK COMPLETE.

CHEAP FURNITURE

LARGE STOCK.

All goods marked low for CASH.

B. FAIREY,
Newcastle,

HORSE FOR SALE.

A large 12 year old mare, very suitable for a thrashing mill, will be sold cheap. Apply at

STATION FARM.
Chatham, October 1st, 1885.

NEW

FALL GOODS!

CHEAP FOR CASH!

—34—

Bales and Cases Assorted

Staple and Fancy DRY GOODS.

—NEW—

COLORED DRESS GOODS, Black, French Merinoes, and Cashmeres;
NEW
Black and Colored Velveteens;
NEW
Ulster, Sacque, Mantle and Overcoat CLOTHS;
NEW
Fur Shoulder Capes, Fur Trimmings, Hats and Caps;
NEW
SHAWLS AND PLAIDS;
NEW
Wool Squares, Hoods and Scarfs;
NEW
GLOVES—Woolen, Kid in Black & Colored;
NEW
Flannels—Red, White, Grey and Fancy;
NEW
BLANKETS—White and Grey;
NEW
YARNS—Canadian, Highland, Saxony, and Shetland Wools, all colors;
NEW
Shirts, Drawers, Linders, Cardigans and Guernseys;
NEW
Overcoats, Jackets, Suits, Coats, Pants & Vests;
NEW
Waterproof Coats, Circulars and Dolmans, American make;
NEW
BOOTS, SHOES and RUBBERS.

NEW GOODS. NEW GOODS,

Too numerous to mention, but MY STOCK will be found the LARGEST, CHEAPEST and BEST ASSORTED IN MIRAMICHI.

Cheap Cash Store.

JAMES BROWN.

Newcastle, Sept. 29, '85.

VINEGARS.

LANDING, 1 Car Load E. & A. Robitaille celebrated Vinegars.
Eureka double strength, White Wine XXX
Cider, superior quality. do do XX
For sale low by

DeForest, Harrison & Co.
7 & 8 North Wharf
St. John, N

SAMPLE ROOMS.
For Commercial Men

THE demand for Sample Rooms to accommodate for the commercial travellers being so great, and the supply being inadequate, causing the travellers in some instance to remain three or four days awaiting their turn, has induced the subscriber to build two Sample Rooms, well lighted, aired and warm. Commercial men can depend on obtaining just what they require, being situated in the central part of the business community, namely, corner Main and Wesley Streets, they will be found to be far more suitable, comfortable and convenient. Should a horse and sleigh be required it will be furnished without additional expense. Rooms secured either by letter or telegram.

HENRY G. MARR,
Main Street, Moncton N B

E. H. THOMSON'S ART GALLERY

(Opposite Canada House, Chatham.)

Old Pictures Enlarged

—AND—

Finished in Oil, Water Colors or India Ink.

PHOTOGRAPHS

—AND—

FEROTYPES

taken and satisfaction guaranteed.

Picture Framing and Mounting at short notice.

Labrador Herrings.

The Schooner "Fiona" is now en route from Labrador to Miramichi with six hundred barrels No. 1 Labrador Herrings which will be sold on arrival

C. DAWE,
Bay Roberts, Nfld., October 14th, 1885.

Miramichi Advance.

CHATHAM, N. B. - - - OCTOBER 29, 1885.

The Stumpage Question.

The stumpage question was before the St. John Board of Trade on Monday last. The *Globe's* report of the matter is as follows,—

After the reading of minutes, the President stated his reasons for not calling the Board together at an earlier date. He alluded to the stumpage question, the matter of steamer subsidies and two or three other subjects that might properly be considered by the Board.

Mr. Holderness, speaking of the stumpage question, said that the tax now amounts to a prohibition. If the tax is continued, he believed the bulk of the trade would leave New Brunswick. He held that the indications pointed in that direction. It was not a political question. If the Board could see its way clear to take the matter up, he thought it was a proper channel to bring it before the Government.

Mr. George McLeod said it was a matter entirely for the Local Government. The Local Government required a revenue, having granted large subsidies to railroads and the lumber area being largely reduced by the large grants of land to the New Brunswick Railway. The Government cannot well reduce the tax, unless the timber operators under the ten years system would relinquish their leases. He did not think they would do this. The rate had increased from 60 cents to $1.25, and was a very heavy one. The difficulties he saw in the way were the financial requirements of the Government. The N. B. railway, who held the best lands, charged $1.50, but this was cheaper than the rate charged by the Government.

Mr. Holderness acknowledged there were difficulties in the way of calling in the licenses.

Mr. Ellis said the stumpage was a source of revenue to the Province, and such a revenue was very much required, for, with the increase of railway subsidies, and the growth of interest consequent upon this, the education grants had to be reduced and the amount given to roads did not increase as fast as the necessities of the settler. Everybody sympathizes with the lumber trade and would gladly have its burdens reduced. The stumpage had been gradually increased, and when it reached $1.00 many of the operators, he believed, said they would rather pay $1.25 and get a lease for ten years than pay $1.00 for three years. There was reason in this, and yet paying a higher rate and getting for a longer time have probably borne harder on the smaller operator, who could not produce the capital necessary to hold for the longer period. Would it now be fair to reduce the rate without a general surrender of the leases. If the smaller operator had been affected by the operation of the terms of the sale he ought to be given a chance again if the lands were sold. Everything was now depressed. Who could tell but that in a few years there will be a general revival in this trade; will the operators then consent to an increase? If the matter is to be further discussed he did not think any action should be taken until the Provincial Secretary is heard, who understands the entire business, and has in charge the finances of the Province.

Mr. McLeod could not see how a change could be effected unless every lessee in the Province were to cancel his lease.

In answer to a question from Mr. S. S. Hall, Mr. McLeod said that there was no discriminatory rate against the Miramichi operators. The price was increased on the Crown Lands.

After some little conversation, and no motion being offered, the matter dropped, but it is understood that it will come up again.

The hope of an improvement in the market has been a delusive and disappointing one for the last two years, and it is fair to ask those who still hold it up as a reason why the high stumpage rate should be maintained whether—as men who wish to be looked upon as prudent advisers in matters in public policy—they do not think their course calculated to damage their reputation in that respect? If these gentlemen will consider the subject fully and acquaint themselves with the lumber trade of Canada with trans-Atlantic ports, they will find that owing to the stumpage policy prevailing in New Brunswick a decided advantage is given to the operators of Quebec and Nova Scotia. The advantage is equal to more than one half our stumpage tax. In other words, the New Brunswick operator has to pay more than twice as much for his logs to the Government, or Land or Railway Company, as his more fortunate trade-competitor in Nova Scotia does. If the difference between the cost of producing deals on this side of the Atlantic and the sum realizable by their sale on the other side were now as great as in former years the extra stumpage which New Brunswick operators are required to pay would not materially affect their business, or lessen their operations, for so long as the condition of the market was such as to leave a fair margin of profit, capitalists would put their money in the business. But the lumber trade is passing through a crisis. The conditions under which it is carried on are changed and those who are to be successful in it are obliged to operate with an intelligent and full knowledge of every available advantage and a prudent shunning, as far as possible, of every disadvantage. The very accurate statistics of the trade which come to us from Liverpool, London and other important markets show that the demand is far from being a satisfactory one. Consumers of our deals are and have been able to obtain all they require at prices which are in their favor and against the trade. Neither the producer nor the freighter is making a profit. The New Brunswick output is much reduced, which means less employment for the lumbermen, drivers, raftsmen, mills, laborers, pilots and all interested. Notwithstanding all this—and the discouraging facts cannot be denied—deals are going into Liverpool, London and other ports from this side of the water in abundance. The shippers of Miramichi, St. John, Bathurst, Dalhousie and other New Brunswick ports, who hoped that when they lessened their export it would have a favorable effect on the market, may well be discouraged, if not startled over the fact that new sources of supply have been opened up, or that old ones more favorably situated in the matter of stumpage have increased their operations, while those not directly interested in the trade, but who think they are helping the Government by pleading its revenue necessities, ought to realise that unless some action is taken with a view of bettering the position of the trade in this Province, there will be not only a material decrease of stumpage revenue, but a permanent and damaging transfer of business from us. The St. John *Sun*, in the course of a well-conceived article on the subject says,—

"The shipment for this year from Miramichi will be less than two-thirds the amount in 1883; those of Bathurst less than half. Of the shipments from St. John about one-third are not the production of this Province, and the lately increasing number of ships chartered to load lumber in Nova Scotia ports shows that that province is relatively losing ground in regard to the lumber industry."

It is a comparatively new thing for Nova Scotia to be considered at all in the trans-Atlantic lumber trade, but, this year, a number of shippers who found the New Brunswick Stumpage tax comparatively prohibitory have diverted their capital to the sister Province and the consequence is a loss to all interested here.

We have, of course, all heard the opinions of the class who seem to believe that our lumber supply will soon be exhausted, and have also been told that there is comparatively no lumber in Nova Scotia. There are, however, many who ought to be pretty accurately informed who claim that generations to come will be able to find all the lumber in our forests that they can find a market for, while there is sufficient in Nova Scotia to make up for any shortage in this Province. Years ago there was a cry that our forests would be speedily exhausted and we were told that there was to be a great demand for lumber in Great Britain when we would have none to send there. To-day we are face to face with an abundance of lumber ready for the woodman's axe while there is but a limited demand for it. The same holds good in Nova Scotia. Capital seeks to furnish the supply needed, but it is repelled in New Brunswick and naturally goes where it can be more advantageously invested. Its withdrawal from this Province has not been sudden, but though the process is slow it is just as sure as the effect of gravitation. Men will not stay and lose a dollar when they can go and make ten cents, and those who content themselves with saying that nothing can be done must only expect the fate of those whose memory, after they are gone, emphasises the doctrine of "the survival of the fittest." When everybody knows what ought to be done it is easy for almost anybody to do it, but those who would preserve to themselves the loyalty of friends and challenge the approval of their opponents, must rise superior to the crowd, and show themselves equal to the emergency they have helped to create. New Brunswick, through the stumpage policy of its Governments of the past ten years, is losing its lumber trade. There ought to be such a trimming of sails as will meet the emergency.

Will the Sun and the Chatham Advance, which appear to have joined hands on the stumpage question, tell how the lost revenue can be made good if the stumpage dues are greatly reduced or abandoned? The question was before the house of assembly last session but without a solution being found. Unfortunately the local legislature is confined to very narrow limits in raising a revenue. *Telegraph*.

The *Telegraph* ought to be able to do better than repeat the appeal of the hand-wringing element in this matter. When that paper thinks it worth while to deal with the subject in the light of the facts we have given, or when it shows that it feels any interest in or appreciation of the subject beyond the childish one of asking questions the public will the more readily accord to it the credit of knowing something of what it has so studiously ignored, and of having some regard for an important industry, the decline of which it seems to treat as a very light matter. We take the ground that the New Brunswick government has gone beyond the bounds of good faith and prudent policy in its stumpage exactions; that its policy, in this respect, has been so blindly adhered to, regardless of the condition of the trade as to drive out those to whom it has heretofore looked for this special revenue from its lands; not only so, but it is driving them and their capital out of the Province and sapping the life out of our leading industry. It is preventing the employment of our woodsmen, teamsters, drivers, raftsmen, millmen, mills, stevedores, laborers, pilots, and others depending on the business. If the *Telegraph* can do no more than dismiss the grave subject with the stale Fredricton question it repeats in the above quoted paragraph it must be an easy matter for it to dispose of such questions, to its own satisfaction, at least.

The Pilotage Question.

There was a special meeting of the Miramichi Pilotage Commissioners on Tuesday at the Secretary's Office, Newcastle, the object of which was to consider complaints made against the pilotage service of the port. The subject has been referred to several times by the ADVANCE the objections to the service, as at present organised, being that since the element of competition has been destroyed pilots do not go sufficiently far from the shores of the river to meet incoming vessels, some of which have, in consequence, been lost, others obliged to put to sea, while others have got aground, after making the mouth of the river and the pilots failing to speak or board them. The last instance was that of the S. S. *Clifton* which, fortunately, reached the mouth of the river in the day time and fine weather, and yet had to "lay to" at the tail of the Bar until a pilot boarded her from the shore.

To remedy the evil complained of—which is a growing one and detrimental to the port—it was suggested that there be a return to the old system, which gave the Miramichi one of the most efficient pilot-services in the world; or that a limit be defined, outside of which the pilots must speak or board ships in order to entitle them to full pilotage, the inside limit giving them a reduced rate only.

The Commissioners, we understand, were unanimous in the opinion that something would have to be done to meet the difficulty, and they will probably refer the matter to the authorities at Ottawa with a view of securing reform of existing abuses. It is, we think, admitted, that our pilots are, by no means, inferior to other men in their profession elsewhere; it is also well known that many of them do their whole duty even under the present system, but the indifferent and ease-loving ones are on the increase, and their neglect of full duty reflects on the whole body. The really good men would, we believe, rather have a return to the old system under which the efficiency which always accompanies intelligence and industry secured to them better financial results than they realise at present.

A Peculiar Case.

We referred, a few weeks ago, to the fact that the barque *G. P. Payzant* lay at Black Brook and was restrained by injunction order from proceeding to sea. The fact that the vessel cleared and went to sea without the order being dissolved has led us to enquire more fully into the matter. The case seems to be a peculiar one, the particulars of which will, no doubt, be of interest to both shipowners and the legal profession.

It appears that in 1882 Francis C. Brent, a banker, of Pensacola, Florida, at the request of the consignee of the *G. P. Payzant*, then at that port, discounted a sixty days' draft made by the then master of that vessel, on Messrs. S. Vaughan & Co., of Liverpool, in favor of the consignee, and endorsed by him—the amount of the draft being £500 stg. Messrs. S. Vaughan & Co., after accepting the draft, went into bankruptcy. Francis C. Brent, through Charles A. Palmer, of John, his solicitor, obtained an injunction order from Judge Palmer, restraining the defendant, William Thomas, of Cardiff, the owner of the vessel, his servants and agents from clearing or attempting to clear or enter outwards the said vessel, or from taking her out of the limits of the Province, the plaintiff alleging in his affidavit upon which the injunction order was granted that, by the law of Florida, on advancing the money for the necessary disbursements of the ship, he acquired a lien thereon in that State and that the ship had not, since the date of said advance, returned to the United States. The matter being out of the jurisdiction of the British Court of Admirality he appealed to the Court of Equity, and, about the time the vessel was ready for sea, obtained the order of injunction, which was served on the parties concerned. The defendant being in Wales, the season far advanced and the vessel ready for sea it was out of the question to delay until affidavits in reply could be obtained from the owners, and the Judge in Equity requiring a Bond for $5,000, and also that defendant consent that the matter should be adjudicated upon notwithstanding the vessel be allowed to leave the jurisdiction, a bond was obtained, but difficulties arising as to the terms of the consent and the effect thereof, the master of the vessel grew impatient of waiting and having already lost a portion of his deckload by the detention and being fearful lest the winter should set in, he demanded a clearance at the Custom House in Chatham, which was granted him, and having a fair wind set sail and proceeded to sea.

About this time the defendant's solicitor discovered certain irregularities of the plaintiff's solicitor and obtained a summons to set aside the proceedings, Judge Palmer stating, it is said, that it was merely a question as to how long the Collector here would be imprisoned for the contempt of Court.

It is to be regretted that this case will not be brought before the Courts in order that it might be adjudicated upon, as the point involved is important and though one which, in the legal profession, generally, has not hitherto been considered unsettled, still Judge Palmer, a lawyer of recognized ability granted the order of injunction *ex parte* and refused to order the plaintiff to give security for any damages the defendant might sustain—facts which strengthen the popular view that plaintiff's case was considered by him in a favorable light.

Whether the Collector of the Customs here, who was served with the injunction order is to be imprisoned for clearing the vessel, as Judge Palmer stated, even though instructed to do so by the department at Ottawa, is a question which will more likely be decided at no distant day. For such "criminals," however, there should be better quarters than His Honor the Judge would, probably, be willing to have provided.

SIR LEONARD TILLEY has resigned the position of Dominion Finance Minister in consequence of continued ill health. He has the sympathy of friends and opponents alike in his illness.

[Telegraph.]

Declaration Day.

THE SHERIFF'S FIGURES GIVE EVERETT A MAJORITY OF 354.

A SMALL CROWD LISTEN TO TWO SHORT SPEECHES—THE ELECTION TO BE CONTESTED.

A small crowd of electors gathered at the court house yesterday, to hear the result of the election officially proclaimed by the returning officer, Sheriff Harding. Punctually at 11 o'clock the sheriff opened his court and immediately commenced anouncing the results in the different polling districts. There is a change of several votes in the result as anounced in Wednesday's morning papers. Mr. Everett's majority, by the last returns, is reduced 17 votes, and is now placed at 354, instead 371 as announced on Wednesday morning. The Sheriff, in announcing the returns from Pisarinco (Lancaster No. 3), said that there was some informality in the returns received. The result as announced is as given below:—

	Tim Walker.	Everett.	McLeod.	Rupertus.	Votes Pld.	Total.
St. John.						
Kings Ward, No. 1	163	46	84	0		130
" " 2	188	90	61	0		151
" " 3	157	69	47	0		116
Wellington, " 1	172	80	66	0		146
" " 2	121	65	35	2		102
" " 3	174	77	64	5		147
" " 4	147	75	41	2		121
Prince, " 1	194	87	83	0		170
" " 2	156	91	48	0		139
" " 3	136	46	65	4		115
" " 4	119	42	47	13		102
Queens, " 1	156	66	57	0		123
" " 2	156	66	61	0		126
" " 3	162	77	54	1		132
" " 4	129	47	52	2		101
" " 5	143	66	49	7		122
Dukes, " 1	158	61	61	2		124
" " 2	158	65	61	1		129
" " 3	146	69	62	0		122
Sydney,	279	134	93	3		230
Guys, " 1	161	107	38	0		145
" " 2	134	77	35	1		113
Albert,	219	112	58	3		173
Brooks,	199	82	60	1		143
CITY OF PORTLAND.						
Ward 1	283	123	121	2		246
" 2	269	105	115	1		221
" 3	282	118	112	3		233
" 4	240	119	76	1		196
" 5	70	40	20	2		62
OUT PARISHES.						
Lancaster, No. 1	191	60	97	0		157
" " 2	136	47	73	0		120
" " 3	82	33	40	1		74
Musquash,	194	83	80	0		163
Simonds, No 1	183	59	78	3		140
" " 2	129	46	63	5		114
" " 3	100	45	104	2		151
St. Martins, No. 1	188	102	49	0		151
" " 2	156	57	71	3		131
" " 3	48	19	19	0		38
Non-residents, No. 1	165	25	22	2		49
" " 2	154	32	32	1		53
" " 3	136	24	28	0		52
" " 4	155	31	22	0		53
Totals:	7179	2955	2601	73		5630

Majority for Everett, 354.

"The result of the election, according to the returns I have received and read," said the sheriff, "is that Mr. Everett has received 2,955 votes and Mr. McLeod 2,601. I therefore declare Charles A. Everett duly elected. (Applause.) The court having completed the work for which it was organized, now stands adjourned.'

MR. EVERETT.

then took the stand amid loud applause. He said: Electors of the City and County of St. John, Gentlemen—You have elected me as one of your representatives by a handsome majority. I accept the responsibility and thank you for the confidence which you have by such a handsome vote reposed in me. The questions before the constituency during the late campaign were well understood, but the principal one was whether you should sustain the government of the day or whether you should not. When the representatives of the people were elected in 1878 they were elected on a direct issue, and the people of this country accepted the question put before them, and as a result the government of the present day came into power. The policy adopted by the people at that time and put into force by the government and parliament of Canada has been the policy which has met with your approval and mine.

Gentlemen, you expect me in going to parliament as your representative to give a good, square, general support to the government of the day, I accept that position. At the same time, I will say to you that I trust your representative and myself will act harmoniously together in doing what we can for the advancement of the general interests of the country for which we have both been elected. (Applause.)

In the course of the election which has just been brought to a close, in the canvass and in the speech-making during that campaign, it is possible that remarks have been made on our side of the house that perhaps ought not to have been made. Yet, at all events, I feel myself pretty clear of having used any unpleasant words, or having made unpleasant remarks, and I would say to my friends of the opposition, that if anything of that kind has fallen from my lips, I regret it, and I trust that now we have re-entered upon the duties of life, as we do this day, we must remember, as citizens of the city and county of St. John, have many things in common—and that we will meet together and shake hands, and do our duty to one another as if no conflict had taken place.

Gentlemen, it is not necessary for me to refer to the issues of the day—you know all about them. I do not wish to prolong my remarks, and will close by thanking you for the honor you have conferred upon me. (Cheers.) Mr. Sheriff, on behalf of myself and party I thank you here, for the impartial, yet courteous manner, in which you have discharged your duty, as I also desire to thank the gentlemen who have assisted you in the discharge of those duties. (Applause.)

MR. GEORGE MCLEOD,

who was received with cheers, said: Mr. Sheriff and gentlemen electors of the city and county of St. John,—I regret not only on my own behalf, but also on behalf of the Liberal party, on behalf of the city and county of St. John, on behalf of the best interests, not only of the city and county of St. John, but of the province of New Brunswick, that the constituency has gone back on its record and returned a supporter of the present government. So far as the contest has been conducted, so far as I myself individually have been a party in that contest, I have endeavored to conduct it and myself in a gentlemanly manner. (Applause.) Did the government party, through their press, meet the arguments which we put forth? We desired to discuss only the political issues of the day, but our arguments were not met by the government press by argument but by abuse; abuse was heaped not only upon myself, but upon every member of the Liberal party prominent with me during the election, which was no answer to our arguments. But the time has gone by for such modes as they have used, yet if such policy, such a method, suits the gentlemen who control the Sun newspaper, and if they think it is a good and a wise method, I must say it is a matter for their good taste. I say I regret the result, and why do I regret it? I regret it for the best interests of the city and county of St. John; it is not in the best interests of this constituency or any constituency in New Brunswick that they should endorse the reckless conduct of the present government. I say it is not in the interest of this constituency that a government which has been, and is now, rolling up an enormous debt should be upheld, and I say the electors should not have endorsed such a government, and the Liberal party have just reason to complain of such endorsation. It is not necessary to enter into a discussion of the many important questions and issues spoken of during the contest; the latter has been fought and won, but the way in which it has been won is a matter that will hereafter be inquired into. (Cheers.) We do not accept the verdict as a free expression of the feelings of this constituency, and we are prepared to contest it. When we are again in a position to contest this constituency the Liberal party will be alive, as it is now, to the interests of the constituency, and be prepared to meet the occasion. (Cheers.)

It would be an endless task were I to go over the grounds taken up during the contest, or to allude to the arguments of the government candidate and his supporters as well as those of the persons imported into the constituency from other counties. I have to thank the citizens of the city and county of St. John for the handsome unpurchased vote which they have given me. It is a vote of which any man might be proud, when the influence which a government can use, and which have been used in this contest, are considered. I say that notwithstanding those influences, notwithstanding the government power, their promises and patronage and all those things that centre around them, it is a proud position for the nominee of the Liberal party to stand in and say that he has received such a large, independent, unbought vote, which, though not numerically sufficient to carry the election, still proves that Liberalism has a strong hold upon the people. I desire to thank the different ward committees throughout the city, Portland, and the different parishes, for the handsome way in which they worked, for they have worked truly and loyally for the principles of Liberalism, which they believed, and still believe to be the best adapted to serve the people, and that the policy advocated by the Liberal party is the true, honest and correct policy for the constituency of St. John. We have worked from that standpoint, holding that the policy of the present government is one detrimental to the interests of the maritime provinces, and, in my judgment, detrimental to the best interests of the Dominion of Canada; but I am happy to say that the Liberal party stood by their principles, and gave a very handsome vote, of which I have no reason to feel ashamed.

Mr. Sheriff, I desire to concur most cordially in the remarks which Mr. Everett has made concerning yourself, and to thank you for the very courteous manner in which your duties in connexion with the election have been performed.

Gentlemen, electors of the city and county of St. John, I thank you again for your assistance during the campaign, and when the occasion arises you will find the Liberal party equal to it, whatever the result may be. (Applause.)

SHERIFF HARDING,

who was received with applause, said: Gentlemen, on behalf of myself and the different returning officers throughout the city and county of St. John, who have been so kindly thanked by the two candidates, I have to say that although errors may have occurred, I do not think that such errors have been intentional, but were rather caused by a misapprehension of the requirements of the law. While saying this, I would like to give expression to an opinion which I, during my experience, have formed relative to the mode of voting. I know that you will excuse me for so doing—and I will address these remarks to Mr. Everett, for he is now our representative in the Dominion commons, and also to the members of the local legislature, if any be present, to use their efforts toward the assimilation of the different methods now employed in balloting. There should be but one system (I speak as a returning officer) of voting, both in municipal, provincial and Dominion elections. (Applause.) Liability to error will be, by such a uniformity, reduced to a minimum, whereas, I am convinced that the present modes are frequently productive of error, causing many to vote in the opposite direction to that which they had intended. Gentlemen, in direct reference to that which has been said of myself, I can only say that I have but done my duty on the present occasion as I have in the past, and it will ever be my endeavor to do so. (Cheers.)

The crowd then dispersed.

The Gibson Cotton Mill.

Manager Stevenson, of the Halifax cotton factory, has just returned from a visit to Gibson's great mill at Marysville York Co. Speaking to a *Herald* reporter, he said he now had more faith than ever in the cotton manufacturing trade of Canada from the fact that Mr. Gibson has lived nearly all his life in Canada, and by close attention to his business he has attained unprecedented success. Mr. Gibson has great experience and is intimately acquainted with the resources and the possibilities of Canada. He foresees the extension that must take place in our population and commerce by the competition and working of the Canadian Pacific railway. Therefore, he wisely prepares for this. When cotton mills are supposed to be in a poor way and every sort of machinery and labor is cheap, Mr. Gibson erects one of the largest and best mills in the Dominion at the least cost of any, and drives it with the waste wood from his saw mills, which he had to burn previously on the river side night and day to dispose of it. When the turn of trade comes he will be ready to take advantage of the boom and do a benefit to himself and his people, at Marysville—a pretty village. Manager Stevenson says when he sees a man of Mr. Gibson's successful experience and prescience of affairs do all this, he is not afraid of the future. Shareholders may require to have patience, but the time will come when all the mills in the Dominion will be wanted, and the present losses will be turned into profit. Every one ought to encourage immigration and get the North West peopled with industrious, prosperous farmers, where the richness of the soil is unrivalled in any part of the world. With such a country as Canada it seems ludicirous to hear people talk of repudiating the debt of the Dominion and annexation to the United States, while millions of dollars are in the banks waiting for profitable occupation in Canada by an energetic, enterprising people, who will steadily do well for themselves and their country, as Mr. Gibson has done."—*Halifax Herald.*

Get Ready For Winter.

"In time of peace prepare for war" was a motto among the ancient Greeks, and the principle underlying it is a valuable one for every day use. It is particularly applicable to agricultural pursuits, and we may apply it to the season by saying in autumn prepare for winter. A great deal of money can be saved by a little expenditure of labor now. Go around your barns and stables and see if there is not something to be done to make them more comfortable for the winter. You will save in feed more than all your labor in so doing will cost, and the improved results of your feeding will furnish a handsome profit in the work. From poorly housed cattle it is useless to expect much milk or any milk of good quality. You cannot make good beef cheaply in cold stables. Your young cattle will not thrive nearly as well in uncomfortable as in comfortable quarters; neither will your horses and sheep. It will pay to give some attention to the convenience of your arrangements for watering your stock. Endeavor if possible to have the watering place under cover and in the same barn with the cattle, so that there will be no necessity for your stock to be exposed to the snow and cold in going to and from some distant spring or brook,

If you have time at your disposal, and most farmers have at this season, look over your fences and make what repairs you can. Then when spring comes the work will not have to be done, and you will not have to stop in the hurry of planting to fix a bit of fence to keep the cattle out of the fields.

Get all your farm implements together, and if you have a tool house put them in it; if not, select some portion of your barns and put your tools there. Clean them throughly. The careful use of tools often saves a great deal of money. Make it a rule that when a tool is taken from its place it must be put back again. Adhere to this rule strictly, and when spring comes you will find your tools all ready for another season's work. In