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 $560,000 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. THIRD GRAND DRAWING, CLASS C, IN THE ACADEMY OF MUSIC, NEW ORLEANS, TUESDAY, **MARCH 10, 1885—178th** Monthly Drawing.

Capital Prize, $75,000.

00,000 Tickets at Five Dollars Each. Fractions, in Fifths in prodortion.

LIST OF PRIZES.

1	CAPITAL PRIZE		$75,000
1	do	do	25,000
1	do	do	10,000
2	PRIZES OF $5000		12,000
5	do	2000	10,000
10	do	1000	10,000
20	do	500	10,000
100	do	200	20,000
200	do	100	20,000
500	do	50	25,000
000	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
967	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,**
607 Seventh St., Washington, D. C

Make P. O. Money Orders payable and address Registered Letters to

New Orleans National Bank,
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FLOUR,

BACON, &C.

3 Cars Goldens Patent Flour.
75 Tubs Lard.
52 Boles Spiced Bacon.
10 Half Chests Oolong Tea.
10 Cases Evaporated Apples.
2 Cases Brown Nutmegs.
15 Cases Canned Peaches.
5 Bags Almonds.
25 Boxes Welcome Soap.
10 Casks Raw Oil.

JUST RECEIVED.

GEO. S. DeFOREST.
13 SOUTH WHARF.
N. 84

SKATING RINK!

The Directors of the Chatham Skating Rink beg to inform the public that

Skating&PromenadeTickets

FOR THE

Season of 84-5

May be obtained either at Mackenzie's Drug Store or from the Secretary.

Season Tickets-SKATING.

FAMILY TICKETS $6.50.—This ticket will entitle members of a family to skate and promenade ogliviip for the season, said three members to consist of—

1st.—The parent and one child, (the latter to mean any child except a young man of 18 years or over)

2nd.—A widowed parent (or a guardian) and two children (excepting young men of 18 years or over.)

Memembers of the family (over the three above designated) will receive tickets (excepting young men over 18 years of age) at $1 each.

GENTLEMAN'S TICKET, $4 50, entitles the holder to skating and promenade privileges for the season. All ages over 12 years to be included in this class of ticket holders.

LADY'S TICKET, $2.50, entitling the holder to skating and promenade privileges for the season. All ages over 12 years to be included in this class.

CHILD'S TICKET, $2 00, entitling the holder to skating and promenade privileges for the season in the day time, but will not include evening skating. Ages under 12 years only to be included in this class of ticket holders.

Season Tickets—Promenade Only.

GENTLEMAN'S TICKET, $2.00.
LADY'S TICKET, $1.00.
These tickets entitle the holdens to promenade privileges only.

Monthly Tickets.

GENTLEMAN'S TICKET, $2.00.
LADY'S TICKET, $1.00.
These tickets entitle the holder to skating and promenade privileges for the period of one month from date of issue only.

Single Admissions.

Single Admission for Skating 25 cts., or Six Tickets (each of which will entitle the holder to one day's skating) for $1.00.
Single Admission to Promenade (Band Nights) 10c
" " " (Ordinary Nights) 5c

Holders of aforesaid tickets will not thereby be entitled to Admission on Carnival Nights, as all Carnivals and such Entertainments are Extra

The Rink will, at all times, be under the supervision and control of two members of the Board of Directors, assisted by a competent Janitor, and proper order and discipline may be relied upon, and good behaviour will be strictly enforced.

The Rink will be opened on Mondays, Tuesdays, Thursdays and Fridays at 1 p.m. and close at 10 p. m. On Saturdays it will open at 10 o'clock, a. m. and close at 6 o'clock p. m., Intermission of one hour each day between 1 & 2 and 6 & 7 p. m.

MUSIC

WILL BE FURNISHED BY THE

Chatham Brass Band

Two evenings eachweek from the opening of the season.

Notice of the Rink being open for Skating will be given by hoisting the Rink Flag as well as by bodgers.

GEO. WATT, Secretary. D. FERGUSON, President.

MEDICAL HALL.

The following popular cough remedies are kept constantly in stock, viz,—

WILSON'S CHERRY BALSAM, HARVEY'S RED PINE SYRUP, RED SPRUCE GUM SYRUP, WHITE SPRUCE GUM, ENGLISHMAN'S COUGH MIXTURE.

Pendleton's Cough Syrup, Wistar's Balsam of Wild Cherry, Boschee's German Syrup, Allan's Balsam, Ayer's Cherry Pectoral, Bicker's Syrup.

Brown's Bronchial Troches, Bellom's Compound Syrup, Emulsion Cod Liver Oil, Pure Cod Liver Oil at

THE MEDICAL HALL.

J. D. B. F. MACKENZIE
Chatham, N. B., Ja

Miramichi Advance.
CHATHAM, - - - FEBRUARY 26, 1885.

The Valley Railway Subsidy.

It is felt by a good many of the people of Chatham that, in view of the position of the town towards the Northern and Western Railway Company—its pledge to assist the Company pending the restoration of the Dominion subsidy, which was withdrawn last spring—a delegation should be sent to Ottawa, in behalf of Chatham, to press the claims of the Town and the Company upon the Government. Everybody desires to stand by the Company, and feels that it has pushed forward the work of construction in good faith, but as yet the Town has not authorised anyone to go in its behalf to Ottawa and press the claims of the Railway to justice. Let a delegation be sent, and it may be that the subsidy will be restored this winter.

THE EFFECT of Messrs. McLachlan, Marquis and Rae's effort to put Mr. Geo. Watt forward as the candidate of the temperance people has had a damaging effect on a cause which almost everybody in the community wishes to promote. A large number of leading temperance men have assured us that they will not vote for Mr. Watt, but for Mr. Smith on the ground that his claims upon them are quite as good, if not better than those of Mr. Watt, and they do not wish to endorse the action of the three gentlemen named in not ascertaining Mr. Smith's attitude towards them when they thought it necessary to seek for a candidate outside of their immediate ranks. The Secretary of the Chatham Temperance Alliance resigned his position on Thursday last stating as his reason that he was not in sympathy with the committee's action. He informed our reporter that the meeting did not ratify Mr. Watt's candidature and that neither the Division here nor the Alliance as a body recognises Mr. Watt as the temperance candidate.

THE TILTON SCANDAL.—An Ottawa despatch to the St. John *Globe* says,—

"The Tilton affair has taken another turn, Commander Boulton having issued a writ for $507, with interest, against Tilton, which amount he claims is the balance due him by the latter on account of salary. In Parliament a few evenings since, Minister McLellan stated that the only sum over which there was any difference of opinion between Tilton and Bolton was $113."

MR. WATT publishes a card in the *World*. It charges Mr. Smith with falsehood and makes some references which he may, no doubt, further explain when he takes to the platform. Meantime we advise him to keep his temper and canvass his claims upon the ratepayers of Chatham on their merits. Mr. Smith assures us there is nothing in the card to reply to just now, though it may afford somebody some fun on polling day.

A SOUTHESK correspondent who complains of inaccuracies in the list of parish officers does not send his name in confidence, and we cannot, therefore, publish his letter. In any case the list furnished by the Secretary-Treasurer must be accepted as the correct one.

The World's Mare's Nest.

We have—in connection with the parish election—been favored with the *ipse dixit* of a certain old gentleman in town who has had the good fortune to amass a little property and whose public spirit has contracted and self-esteem increased as his dollars have accumulated. Having shrunk within himself and become entirely absorbed in himself, he cannot understand that he owes anything to the community in which he lives, and he looks upon any man who invests in anything outside of tea and tobacco, salt codfish and other supplies in the provision and grocery line, as dangerous to the community. Money and egotism, however, always have their votaries, and we are not, therefore, surprised to find our old friend with a certain following, especially when he has secured the assistance and cooperation of the Newcastle "President's" paper. That organ of the political cranks and soreheads of the County, referring to the pending election of a Councillor for Chatham, says—

"The ratepayers are called upon to decide, at the coming election for the County Council, whether they will be represented by an independent citizen or by one who is absolutely controlled by an influential gentleman with a claim for $20,000 against the town. We want a man who will use whatever influence the office will give him to see that the conditions on which the $20,000 was voted are carried out. We don't want a man who must necessarily favor the granting of the money before the conditions are complied with."

In other words, we are not to repose any confidence in Mr. Gillespie or Mr. Burchill or Mr. Park or Mr. Adams in connection with the legislation asked for by their Chatham constituents, but to select Mr. George Watt as one of the Chatham councillors, which will inspire them with the ever-present terror of his watchfullness, and cause both Government and Opposition at Fredericton to tremble, knowing that the terrible eye of this new-found champion of Chatham's interests is upon them. "Reject Mr. Smith" says the *World*, and you are safe! Chatham turns from him to confide its interests to Mr. Watt! The *World* and its "President" and Mr Watt and—we musn't forget *him*—Mr. Donald McLachlan, have said so. He is backed by the $20,000 bugbear and the fag end of an alliance formed under the McLachlan *regime*, therefore Chatham turns to him to be saved as from a pending calamity!

To be serious for a moment in reference to this "claim of $20,000 against the town,' it may be worth while to say that neither the Councillors for Chatham, nor the Municipal Council, as a body, will have any power either to grant or withold it. No "influential gentleman" has "a claim of $20,000 against the town." When it was learned last spring that the Dominion Government had withdrawn the subsidy granted the previous year for the first-thirty-two miles of the Railway from the Intercolonial upwards, there was a strong feeling of protest throughout the County, and especially in Chatham against the injustice. It was felt that the Company should be encouraged to stand up against the blow and the feeling found expression in a guarantee which nearly every ratepayer of the town signed. It was as follows,—

To the President and Directors of the Northern and Western Railway Company of New Brunswick:

The undersigned inhabitants and ratepayers of Chatham hereby agree that the said town of Chatham will offer a bonus to your Company of $20,000, for the purpose of enabling you to commence and prosecute the building of your line of Railway from Chatham Junction to Blackville as part of the Northern and Western or Miramichi Valley Railway, which said bonus is to be raised by the said Town by Debentures redeemable in twenty-five years and bearing interest at the rate of 5 per cent., to be issued under authority of the Legislature. And we further agree to assist in procuring necessary legislation for the issuing of said debentures at the next session of the Local Assembly of the Province.

This guarantee which bears the signatures of over seven hundred Chatham Ratepayers, was supplemented by a public meeting composed of about that number of ratepayer of the town of Chatham on 5th May last, which meeting unanimously voted the following resolution,—

Whereas—In the opinion of this meeting it is highly desirable, in the interests of the town of Chatham and the lower Parishes of the County of Northumberland that the eastern portion of the line of Railway proposed to be built by the Northern and Western Railway Company, and which it is authorized by law to build, should be constructed on the South side of the Southwest Miramichi river, commencing at Chatham Junction and crossing at McLaggan's in the Parish of Blackville—and

Whereas—It is equally desirable, in the interests of the County, that the building of such Road should be commenced as speedily as possible—and

Whereas—The immediate construction of the eastern portion has been prevented by the action of the Dominion Government in withdrawing the subsidy of $102,400 granted in 1883 for said Company, and it is necessary, in order to insure the building of said Road from Chatham Junction that the town of Chatham should assist said Company by offering a bonus of $20,000 for that portion of said Road above mentioned—

Therefore Resolved that the said town of Chatham do give to the said Northern and Western Railway Company a bonus of $20,000 for the construction of the said portion of road from Chatham Junction to McLaggan's mills—and

Further Resolved, that this town shall apply at *the next session of the Local Legislature* of the Province of New Brunswick for authority to issue Debentures for the said sum of $20,000, redeemable in twenty-five years, and bearing interest at 5%.

The circumstances under which the above resolution passed were set forth in a report of the meeting published at the time. The principal speakers were Mr. Tweedie and Mr. Snowball. Mr. Tweedie after giving a history of the Valley Railway enterprise from its inception down to the time when the Dominion subsidy was withdrawn through the influence of the *World's* President and his friends, said—

"He believed that justice would yet be done to the Company by the Dominion Government when the position of the undertaking was correctly understood. If the Minister of Railways could see this meeting and witness its enthusiasm he would realise that the people were with the Company, and not, as had been represented, on the other side. The people of the largest and most influential parishes could not be long ignored. Four-fifths of them, as shown by the petitions to the Local Government, were in favor of the Company and the road from Chatham Junction to Bartholemew River and thence to Fredericton, by way of Doaktown and Boiestown. If the Dominion Government did not now realise this fact, the time was coming when it would do so. Mr. Snowball, who had just come in, would, no doubt, inform the meeting as to the Company's plans. Let Chatham do her duty and help the Company, and though the Town might agree to issue Debentures, if the subsidy was restored they would never have to be redeemed. If issued and the subsidy was restored the Company would pay back all it received from the Town, and the probability was nothing would have to be paid. In any case he believed the men of Chatham were prepared to do their duty and help the Company in its time of need."

Mr. Snowball referred to what had been done in the matter of forming the Company and preparing to build the road. He said the Company had authorized him to make purchases of rails, etc., when he was in England. He said—

He had closed negotiations with the Barrow Haematite Steel Company for 3,000 tons of steel rails, which were absolutely bought and a portion of them shipped; and if this meeting was what he believed it to be a further lot would be ordered within a week. [Cheers and cries of "We'll back you."]

While in England he had heard of the excellent work that was done in securing the legislation required at Fredericton and of the gratifying interest which the people of the County had taken in the enterprise and his surprise might, therefore, be imagined when, just as he was leaving for home—at Belfast, on a Thursday when he was to leave Londonderry next day in the steamer—he received a cable despatch informing him of what the Dominion Government had done. He realised that the Company had entered into obligations for nearly $100,000 and that the ground had been taken almost from under their feet—yet he was not discouraged. [Cheers.] He felt such injustice could not stand. When he came home he consulted with Messrs. Muirhead, Morrison and others and they gave him every encouragement. Then he said he would go and see Mr. Gibson. He did not know how that gentleman might have taken the reverses the enterprise had met with. Mr. Gibson met him in a noble spirit. He said "My greatest anxiety has been for you and our Miramichi friends who have worked so earnestly for success." Mr. Gibson's sympathies were fully aroused and sympathy and good words were what the promoters of the enterprise wanted. He felt they had the sympathy of Chatham. He found it in Chatham and in all the parishes—in Newcastle as well as elsewhere. A few in Newcastle were not in sympathy with the Company, but the *people* of Newcastle were and they did not approve of the injustice worked upon the Company. [applause.] Well, Mr. Gibson asked what whatever influence the office will give him to see that the conditions on which the $20,000 was voted are carried out. We don't want a man who must necessarily favor the granting of the money before the conditions are complied with." [cheers and cries of "yes!"]

He understood that a memorial had been signed by a large number of ratepayers guaranteeing a bonus of $20,000 to the Company, and if this meeting agreed to give the bonus, passing a resolution to that effect, he would leave at once, that night, for Ottawa, and place the whole matter fairly before the Minister of Railways and Government. He did not believe that Sir Charles Tupper would, when he understood the facts, be a party to the injustice under which the Company was now laid, for in all his experience with that gentleman, when he, himself, was a member of Parliament, he had received fair treatment, and the relationships existing between them were always pleasant. He believed that next year or the year after, or some other year, justice would be done to the Company. In the meantime, however, the road must be built, even though the Government should after encouraging this Company, see fit to go on with the branch as a local rival enterprise. At any rate, the enterprise and pluck of the Company would demonstrate the false character of the representations which had been made concerning it, and would challenge the admiration of friends and foes. No Government—whether particular localities or individuals were in accord with its general policy or not, desired to work injustice upon the people, and he therefore was sangume or success, but he would say this, that whatever might be the result of his mission to Ottawa the Company would go on, with the aid of Chatham, and build the road, [tremendous applause] and by a year from this day, if not before, trains will be running, from Chatham and the Intercolonial to Blackville. [Great cheering]. Meantime, construction will go on at the Fredericton end of the line, and in some there years the whole road will be completed.

* * * * * *

He felt assured from the character and temper of the meeting that Chatham would come to the aid of the Company to the extent required and he would, therefore, say that it would give this end of the line a claim to the workshops of the road, which Miramichi could not have if the terminus were simply on the rails of the I. C. R. in Derby. [Cheers.] The importance of this feature was not now fully realised for people did not appreciate, just yet, the full benefits which would come to the place from a road forming one end of a great short line and through route between the United States and Canada and this Province, of which the Miramichi Valley Railway would form a part.

The resolution we have quoted was moved by Mr. W. A. Hickson after Mr. Snowball had spoken and, as we have said, was carried unanimously. Mr. Snowball then said—

He felt, as the Managing Director of the Company, in a proud position. It was most gratifying that a meeting composed of some seven hundred ratepayers of the town of Chatham had, without a single dissenting voice, come so nobly to the assistance of the Railway. Armed with this resolution and the memorial already signed by nearly every ratepayer of the town, he would go to Ottawa and seek justice for the Company. He had not, before, said what he would now say, *as he did not wish to hold out any promise which might not be realised*, but he would pledge himself and his fellow directors that in the event of the Dominion Government restoring the subsidy so unfairly taken away, the town would not be asked for one shilling, and if the debentures should be issued and that subsidy restored at any time every shilling paid to the Company would be refunded and the debentures cancelled [great applause] Chatham had done a noble work and he hoped that it would not have to pay one shilling.

Hon. Mr. Gillespie was called upon by the meeting and in the course of his remarks said,—

The bill authorising the Debentures voted by this meeting would, no doubt, be placed in his hands next winter and in having it passed the ratepayers might rely upon his seeing that their interests were fully guarded as well as those of the County. Mr. Gillespie next referred to the benefits the road would confer on the people of the lower as well as those of the upper Parishes, and was loudly cheered when he retired."

No one who reads the above, or who was present at the meeting of which it is a report, and who is also familiar with the work done by the Northern and Western Railway Company will say it has not kept faith with the people of Chatham. Not only the rails referred to by Mr. Snowball, but hundreds of tons more have been purchased and are now at the Chatham and Fredericton ends of the line. Who doubts that the cars will be running to Blackville before 5th May next? The rails are laid to within two miles of it now and would have been laid all the way but for the recent heavy storms. The company has four engines, thirty or forty cars of different kinds, including two new passenger cars, conductors' vans, etc. As soon as the work of construction is finished, or perhaps, before, we shall have the workshops of the line at Chatham and the Branch—as a part of the main line—extended to deep water, the latter being an absolute necessity for the proper developement of the Railway's business.

Meantime, however, we are asked, when a parish election is on, and when the temperance dodge has been a partial failure in the interest of Mr. Watt, to mix up this railway bonus question in the matter. Everybody — save a few knaves and their dupes of the other class—knows that it is now a question for the Local Legislature entirely and not for the Council. Mr. Watt is put forward as the champion repudiator. When the petitions were being circulated for signatures last winter asking the Legislature to so change the local subsidy act as to restore the Miramichi terminus of the Valley Railway to Chatham he refused to sign it, giving as his reason that he believed the road should not come to Chatham, but to Newcastle or between the Miramichi Bridges. In the same way, whenever any matter came up in which it pleased Mr. Watt's Newcastle political friends to oppose Chatham, Mr. Watt's hand and sympathies have been found against the town in which he lives. It is true that he now says that he will do better, and that, if elected, he will do what he can to promote Chatham's interests, but his new-found loyalty to this community ought to be judged in the light of his past record and the fact that he is now soliciting Chatham votes.

We do not think it is necessary to refer further to this railway question, but may say that while we do not think it ought to have been imported into the Municipal canvas by the *World*—especially as Mr. Watt's record on the subject is worse than that of even his present political godfathers—we are not afraid to discuss it, and we wish the local organ of our Newcastle friends joy of all the injury it can do Mr. Smith by their attempting to use it against him.

St. John "Telegraph."

The Vacant Senatorship.

One of New Brunswick's ten seats in the Senate became vacant at the death of the late Senator Muirhead. There are, as is usual in such cases, a number of aspirants for the position. Northumberland claims the seat she has lost, not exactly as a right, for ten senatorships cannot be divided equally among fourteen counties, but the territorial size, population and importance of Northumberland tend to give weight to the claim. The French Acadians claim the seat for one of their number on the grounds of their large numbers in several counties, their support of the government of the day, that they have not yet been represented in the Senate since Confederation, and that the entire Catholic population now has but one representative in that body—Senator Dever—though they comprise nearly one third of the population. As we have already stated the French Acadian claim is a particularly strong one.

But there are other considerations that may fairly have some weight, based upon the distribution of our existing representation in the senate. The nine senators now sitting for New Brunswick are distributed by residence as follows: St. John, 3; Albert, 1; Westmoreland, 1; York, 1; Sunbury, 1; Gloucester, 1, and Halifax 1, Hon. Mr. Odell. The counties that have no resident representatives in the in the senate are Madawaska, Victoria, Carleton, Kings, Queens, Charlotte, Kent, Northumberland, and Restigouche. And if memory serves us right, none of these counties, excepting Northumberland, has yet been represented in the senate. This seems a rather extraordinary state of things, in view of the regard paid to county representation in the popular branch. But then the Senate is of so little consequence!

Pursuing the territorial idea, if the reader will glance at the map of New Brunswick he will find the following counties occupying the northern portion of the province: Restigouche, Madawaska, Victoria, Gloucester, Northumberland, Kent and we may include Carleton. These counties, lying, with the exception of the latter, in a compact body and covering an area equal to half the province, have now but a single representative in Senator Ferguson. It will be seen that the territorial idea taken in connexion with French Acadian claims (the great mass of their population being in the northern counties), might determine the question. But the French Acadian claims to a senatorship is complicated with Mr. Landry's claim to the vacant judgeship. If they get one of these positions they are not likely to obtain the other. And so little attention has been paid to district representation in the Senate that it is not improbable that other considerations may now prove paramount. The seat is quite likely to be given as a reward for political service, and on this ground B. R. Stevenson of Charlotte has strong claims upon the party in power, should he choose to urge them. Personally and politically he has perhaps greater claims than any other whose name is mentioned in connexion with the vacancy. This view is admitted by the Newcastle Advocate, a ministerial paper, which naturally desires to see a Northumberland man appointed. The Advocate says:

"The Hon. Benjamin R. Stevenson, of Charlotte County, has probably stronger claims upon the party than any of the others named, and is, moreover, a gentleman of ability."

The *Advocate* seems to draw a very proper distinction between Mr. Stevenson and the Newcastle applicant fer the position, who urged his claims on the ground of services to "the party." But if that particular candidate was not "a gentleman of ability" in the *Advocate's* estimation was, there no one to fill the bill without going all the way to Charlotte County? Where was Mr. Sadler? and what about Mr. Thomson? It seems most singular that the claims of so important a County as Northumberland should be ignored in this matter simply because its noisiest and most troublesome aspirant did not compare favorably with "a gentleman of ability."

Heavy Fire in Fredericton.

At an early hour on Sunday morning last the three and a-half story case brick building on Queen street, owned by Mr. John Penny, of Halifax, and known as the Brayley House, was discovered to be on fire. In fifteen or twenty minutes the smoke was so thick and suffocating that it was impossible to stay in the building more than a minute or two at a time. There were about twenty-five persons in the house and they had no time to spare for packing their goods and chattels. Mr. Belliveau, French instructor in the normal school, lost a library which could not be replaced short of $250 or $300. Mr. Philips, who was running the hotel, lost all his furniture. Though Mr. Elijah Clark, who kept a hat and shoe store on the ground floor, got a considerable portion of his stock out he was a heavy loser from damage by water and loss from his goods being stolen. Mr. J. P. Howie's building was also considerably damaged. The Brayley House was completely gutted, in the afternoon the walls were torn down—in fact they almost fell of themselves. It was quite a sight. All the walls fell together, one of the chimneys falling through the roof of the Howie building adjoining.

The Brayley House was insured for $4,800; Mr. Phillips' furniture for $1,750; Mr. Clark $3,000 on his stock of hats and boots and shoes; Mr. Howie $2,200 on building and $10,000 on his stock. A good deal of Messrs. Clark and Howie's stocks was stolen.

Hotel Normandie.

The foremost Hotel in New York is the magnificent new structure—the Hotel Normandie—on the corner of Broadway and Thirty-eighth streets. It is thus described in the N. Y. *Commercial World*—

"Fronting 80 feet on Broadway and 125 feet on Thirty-eighth street, and eight stories high above the basement it presents an exceedingly handsome and, though light and graceful, a thoroughly substantial appearance. The first story and basement are of selected brown stone, laid on its natural bed, carved and in rustico, with pilasters, trusses and brackets supporting massive projecting cornices, courses and balconies of the same material artistically carved. The second story is of pressed brick, divided into recessed panels by pillars surmounted by brown stone capitals carved in foliated designs. Between each two stories is a complete course of massive cornices, projecting consoles and balconies, all of brown stone and elegantly carved, the entire facade being relieved with terra cotta panels in original and artistic designs and surmounted by a handsome balustrade cresting, and a clock tower at the angle and dwarf towers on the front and sides.

"The main entrance is on Broadway, with a ladies' entrance on Thirty-eighth street, each with portico and handsome surroundings. The lobby, reached by the main entrance on the first floor, gives access to the grand public dining room, the cafe, waiting room, reading room, and several private dining rooms for families or large parties, the offices, serving room, etc. The entire range of apartments is fitted up in the most luxurious modern style, with cabinet trim in choice hard woods and floors paved with encaustic and marble tiling, and the main staircase, commencing from the lobby, is entirely of ornamental wrought iron, with white marble treads and handsome artistic newels, balusters and rails. In the rear of the house is the servants' or private staircase, all of iron, with corrugated iron protection on the outside, lined with fire-proof material. In addition to the above means of reaching the upper floors an Otis hydraulic elevator furnished with all the modern improvements and safety appliances, and luxuriously appointed, runs from the top floor to the basement in a fire-proof brick shaft, extending twelve feet above the roof, with fire-proof doors on each landing.

"Every precaution has been taken to render the building thoroughly and completely fire-proof and substantial. The floor and roof beams are all of iron, the foundation walls run down to the rock bottom, and the filling between the beams on the several floors and at the roof is of fire-proof brick arched work laid in concrete, and with all spare space filled with coal ashes. The roof has another coating, three inches thick, of Neufchatel asphalt, rendering it as solid as a rock and absolutely fire-proof. It is used as a tropical garden. The ceiling on the floor beneath the roof is hung from the iron beams by iron clamps, or bearing bars of angle iron, which support the iron wire netting or lathing on which the plastering is done. With the aid of fire-proof partitions a high pressure water service, supplied through two large tanks on the roof and distributed through a complete system of pipes, with hose and fittings on each floor, the building is rendered thoroughly fire proof, and our representative, who carefully inspected the work, states that a bonfire might be kindled in one of the rooms without the damage being more than local, except as concerns the smoke.

"The hotel contains about 175 guest rooms, so arranged that they can be used en suite or singly. There are separate bathrooms and closets with private halls for the suites of rooms, and although the entire building, including the halls, is heated by steam, ornamental open fire places are provided in most of the rooms. The bath-rooms are provided with all the latest and most luxurious appliances, ample bathing accommodations being furnished where private baths are not connected with the rooms. Hygeia closets are supplied all through the building, and all waste pipes are ventilated to and beyond the roof. The basins, closets, sinks, etc., are provided with safety trays and traps, so that neither overflow nor escape of ewer gas is possible. Spacious areas have been provided as well as broad bays and courtyards, opening directly on the open air and securing thorough ventilation.

"The hotel is fitted with the most complete system of electric appliances ever devised to insure the safety of guests in any similar establishment. Every room is connected by direct speaking tubes with the office, and guests will be able to announce their wishes or give orders to the clerk, ascertain the name and business of callers, etc., without having to call on bell boys or suffering any intrusion on their privacy. When a guest desires to leave his room, by notifying the office the room can be connected with a system of alarms so that no one can enter it either by the door, the window or fanlight without the fact being announced in the office. There is also a system by means of which an alarm may be started and kept ringing in every room in the house. No matches will be used in lighting the gas elsewhere than in the guests' rooms, a complete electric gas lighting system being provided, and by means of touch buttons and a register the watchman's rounds will be accurately recorded, showing the time at which each station was visited.

The Hotel Normandie may be considered the safest and most salubrious stopping place in the city, and that this will be provided is insured by the fact that it is opened under the proprietorship of Mr. Ferdinand P. Earle. The entire hotel is furnished throughout in the most complete and elegant manner, and no expense will be spared to render it in this respect the model hotelery of the city. The cuisine and attendance are on a par with the equipment of the hotel in completeness and all that an experienced caterer with ample resources can command in New York. For nearly fifty years the name of the proprietor has been familiar to New Yorkers in connection with famous hotels, Mr. W. P. Earle, his father, having opened Earle's Hotel in 1843, on Park Row, opposite the Astor House. Subsequently the business was removed to the present well-known establishment on Canal and Centre streets, where Mr F. P. Earle has made an enviable reputation as a host among the best class of hotel patrons, both permanent and transient. In his new hotel, The Normandie, he has not only the finest hotel structure in the country, specially built from the foundation up for hotel purposes, and fire proof in every detail, but one of the best situated for the business in New York. Convenient of access by surface or elevated roads, in the centre of the fashionable world, near the best places of amusement, including the Metropolitan Opera House and Casino, and easily reached from the business part of the city, it cannot fail to attain a preeminent standing among the leading hotels of New York, a position to which its careful and complete construction fully entitles it."

Dominion Parliament.

On Tuesday 17th—

Mr. Temple introduced a bill amending the act of incorporation of the Central Bank of New Brunswick; Hon. Mr. Pope introduced a bill to amend the law relating to contagious diseases among cattle; Mr. Tupper introduced a bill respecting the duties of justices of the peace in relation to summary convictions, also a bill respecting offences against the person.

On motion of Sir John, all petitions on the subject of bankruptcy and insolvency were referred to a select committee on these subjects.

The report of the committee of the whole on certain resolutions respecting rates and allowances to certain census commissioners and enumerators was received and adopted.

On the second reading of the bill to modify the application of the consolidated insurance act of 1879, Sir Leonard Tilley, who moved it, explained that the object of the bill was to meet the cases of mutual benefit associations doing a life insurance business, and to relieve them from the necessity of making $50,000 deposit, provided they be registered.

Mr. Blake pointed out that this requisition was to be at the Finance Minister's option, and this was objectionable.

After furrher discussion the bill was read a second time, and on the suggestion of the Opposition was referred to the committee on banking and commerce.

Mr. Robertson (Hamilton) moved the second reading of the bill to amend the criminal law and to declare it a misdemeanor to leave unguarded and exposed holes cut in the ice on navigable or frequented waters. Carried.

Mr. Casey moved a series of motions, which were carried, for papers respecting Section B contract, Thunder Bay branch, about which there is so much scandal.

Mr. Pope, acting minister of railways, on one of these motions said that the paper asked for was not in existence, but this Mr. Blake and other opposition leaders pointed out could not be so unless it were destroyed for a purpose, inasmuch as Sir Charles Tupper read from it in the house last session.

Mr. McMullen moved for statements of payments to Mr. Wood, M. P. P., and the notorious John A. Wilkinson for services as land valuator; also of all payments during 1884 to various printing and publishing companies. Carried. He also moved for a copy of the report of the auditor general, and also of one McGee, as well as for all papers, etc., connected with any claim of Staff Commander Bolton against the department of marine and fisheries or the government, for any amount which he alleges to be due him for salary or otherwise. The mover explained that some irregularities had occurred in the department of marine and fisheries, wherein Mr. Tilton, the present deputy minister, had changed certain cheques, paid on account of Bolton, payable to order, to read bearer, which meant Tilton himself. After this irregularity had occurred, and while charges were pending, the Minister of Marine had

[*Continued on 3rd page.*]

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