

LSL. CAPITAL PRIZE, \$150,000.

We have hereby certified that we have approved the arrangements for the Monthly and Semi-Annual Drawings of the Louisiana State Lottery Company, and its persons...

Commissioners. UNPRECEDED ATTRACTION. Louisiana State Lottery Company. Incorporated in 1868 for 25 years by the Legislature of Louisiana...

Extraordinary Semi-Annual Drawing in the month of May, 1884. Under the special supervision and management of the Hon. J. A. BERRY, of Virginia.

Capital Prize, \$150,000. 1 CAPITAL PRIZE OF \$150,000. 2 GRAND PRIZES OF \$25,000. 4 MEDIUM PRIZES OF \$5,000. 16 SMALL PRIZES OF \$1,000.

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Miramichi Advance. CHATHAM, MAY 15, 1884.

The Valley Railway.

The Directors of the Northern and Western Railway are to meet this week for the purpose of closing arrangements for the immediate construction of their road. They will have before them the tenders from parties who are prepared to construct the line and they propose to, at once, award the contract. In next issue we will, no doubt, have the pleasure of stating that the road from Chatham Junction to Bartholomew River is under contract, to be finished and ready for traffic within a year, or less, as the Managing Director, pointing it would be at the Chatham Meeting held on Monday last week. It is expected that the contractors, whoever they may be, will be required to undertake the whole line, and that work will go on at each end simultaneously. It may be a few weeks before work on the Fredericton end is begun, but that will be all, while it is quite certain that a large force of men will be employed on the Miramichi end within a fortnight.

The Advocate appears to be "out of sorts." It blames Mr. Snowball—who has been to Ottawa on Railway business—for all the Opposition press has said about Sir Charles Tupper and has a homily on the following which appeared among the Telegrapher's Ottawa news:—

"Mr. J. B. Snowball is still here, endeavoring to induce the Government to abandon the proposed Derby branch Railway and give to the Northwestern Company the money voted in 1883."

When we read in the organ of the party in this Province which Mr. Snowball is identified, that Mr. S. intended to transfer the Government of the Province to the Northwestern Company, we are not surprised to find that the Telegrapher is quite wrong in his statement, as we are assured that Mr. S. did not do the terrible thing charged. He has, we understand, made several propositions to Ottawa ministers, in behalf of the Company, one of which—and it is the only one in which the Indian Branch matter is touched upon—embraces a bridge and siding at Miller's for the accommodation of Derby. It is not worth while for the Advocate to call up its too ready tears over the imaginary wrongs of Northack and Southack people, when those parties are already so much dissatisfied with its own friends over the location of the Indian Branch. The Northern and Western Company will keep faith with the people and do just what it has always promised. The Advocate's trouble all arises out of the fact that its friends have not been able to crush that Company and prevent it from building the Miramichi Valley Railway. Let the Advocate attend to the "feeder," its friends are making such a time over, while the Company builds the Railway the people are so unanimously in favor of.

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The Scott Act.

The Toronto Globe has sent a special correspondent to New Brunswick to make enquiries into and report upon the working of the Scott Act. His instructions are to state the facts as he finds them, either for or against the Act. His first letter is from Moncton and, referring to it editorially, the Globe says:—"His work was commenced, it will be seen, at a place where the failure to carry out the Act has been notorious. A question about the status of the municipality of Moncton has no complicated matters there that virtually the liquor traffic is unregulated. Our correspondent does not attempt to conceal or minimize the failure. He describes what he saw and heard, and his description reinforces a truth which everybody is in these days inclined to admit, namely, that it is useless to attempt the enforcement of prohibition in any city where the majority in favor of it is small. It will be seen, however, that the feeling in favor of the Scott Act is growing, even in Moncton, and that if the authorities would give it fair treatment it would, in the opinion of competent judges, soon destroy the liquor traffic."

Our correspondent gives a very fair and impartial account of the working of the Scott Act, and that in the beginning, with an attack upon its constitutionality, and how New Brunswick has without any machinery such as Ontario possesses in the Crooks Act for stopping the sale of liquor. Under the temperance sentiment has been able to make any

way at all. But the letters of our correspondent are in our possession and written subsequently to the letter given in this issue will prove, the principle of the Scott Act is now more popular in New Brunswick than ever it was before.

We do not know whether the correspondent has visited Chatham or not, but we have no doubt that he would be convinced, were he to do so, that the Scott Act has been as great a failure here as in Moncton. "The principles" of the Act—that is, temperance principles—are popular in this County, but those who have to do with public affairs in a broad way realize that the Act has failed to accomplish anything in the way of temperance reform. As much liquor as ever is, we think, sold; more bad liquor than ever is sold; evidence that intoxicating liquors are sold is not wanting on the streets. Yet, while all this is apparent to everybody, the liquor is sold by unlicensed vendors just as it was under the license system—The Municipality is yearly losing a large revenue it formerly had and the traffic is absolutely uncontrolled. We have, therefore, as the fruits of the Act, a discontinuance of the licensed trade, and an unlicensed one in its place; we have as much liquor sold as before, but the quality is degenerated; we have an uncontrolled trade which does not contribute a cent to the Municipal exchequer in place of a licensed and controlled one which contributed a large and the contingent fund of the Municipality. That is about the situation in Northumberland.

A Court Session. The great social sensation of court circuit at Berlin, in fact all over the Province, is that Louis IV., Grand Duke of Hesse-Darmstadt, the son-in-law of Queen Victoria, has suddenly and secretly concluded a morganatic marriage with the Countess Alexandrine Capak, daughter of a Russian Chamberlain, Count Adam Capak. She is thirty years old and of extraordinary beauty. She was formerly the wife of a Russian Secretary of Legation, Do Kalemnia, and was lately divorced. The ceremony took place on April 30, after the ritual marriage of his daughter, the Princess Victoria, with Prince Louis of Battenberg. This left-handed marriage has caused the greatest sensation in the Palace of the Crown Prince, and the Grand Duke was the intended husband of Princess Beatrice of England, but the rejection of the bill providing marriage with a deceased wife's sister prevented the alliance.

It is even said that Princess Beatrice was taken to Darmstadt by her Royal mother on the occasion of the recent marriage of her niece, as much as anything for the purpose of inducing her to marry her brother-in-law lover on the subject of their postponed nuptials. Louis' conduct, however, shocked the royal visitors' English sensibility and propriety and the Queen and family are much incensed thereat. It is announced that His Royal Highness intended to marry Princess Beatrice as soon as the English law was "reformed" for the purpose, the morganatic affair being only a tentative arrangement for his domestic happiness in the meantime. As some of our readers may not know the nature of a morganatic marriage we may say that, in some countries, which Germany is one, members of the royal family cannot legally marry without consent of the Privy Council, or Parliament, and ladies who thus consent to become wives, can have no expectation of receiving state or high social recognition as such, nor can their royal husbands be debarred from contracting another and the higher state marriage.

POLITICAL.—Among the rumors in reference to the success of Sir Charles Tupper, it is stated that the Hon. Mr. Archibald, of Nova Scotia, will be appointed second minister from that Province, and that he will probably be called to the Senate soon.

"INDIAN TOWN BRANCH."—The Government Surveyor has been engaged for the past week making a survey and location of the proposed branch of the I. C. R. from Derby Station to Indian Town. It is said that the route selected runs very close to the river bank all the way up to and past Millerton—going through the yard of the Extra Factory. It is not yet known when it is intended to commence construction.

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If no treaty is made to replace the old one, some American fishermen will be left without occupation, as they are accustomed to fish in Canadian waters. The price of fish to consumers will also be raised, since the product offered by Canadian fishermen will have to pay duty. It is quite likely that the terms of a treaty on this subject can only be agreed upon by arbitration, since each party places a high estimate on the privilege which has granted and a low estimate on the privileges it wants to receive. There is also an undetermined question in international law as to whether it is the business of the Government of the distance from shore over which maritime jurisdiction extends. For the settlement of these questions no doubt arbitration will be found necessary.

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Another Steamer Wrecked.

The steamer "Portland" (of the I. S. S. line) due here this (Thursday) afternoon, was wrecked near Rockland, Me., at an early hour this morning. The steamer was bound for Portland, Me., and was carrying a large cargo of goods. The wreck occurred about six miles from Rockland, and the steamer was completely wrecked. The cargo was all saved, but the steamer was a total loss. The cause of the wreck is not yet known, but it is supposed to have been due to a heavy sea.

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The Quebec Timber Trade.

Leading timber merchants at Quebec corroborate the statement in the Legislature by Hon. George Irving, Q. C., that the timber trade of the Province has been falling off for years, and that the productions of all kinds have been smaller during the past winter than for many seasons previous, caused by diminished consumption and steady falling off in demand. The prospects are considered by no means bright, as it is every year becoming more evident that the trade is gradually dying out at Quebec. The causes given are increased production, cheapness of pitch pine, and the quantity formerly taken not being required for purposes for which this square wood was used in England, iron beams and other timbers being substituted for yellow pine. In hardwoods a similar disappointing view is taken of the future of the trade. English manufacturers are being supplied with oak containing from fifty to seventy per cent of softwood, which is being substituted for yellow pine. In hardwoods a similar disappointing view is taken of the future of the trade. English manufacturers are being supplied with oak containing from fifty to seventy per cent of softwood, which is being substituted for yellow pine. In hardwoods a similar disappointing view is taken of the future of the trade. English manufacturers are being supplied with oak containing from fifty to seventy per cent of softwood, which is being substituted for yellow pine.

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When it is remembered that the Advocate's friends in Newcastle, assisted by Mr. Mitchell of Hot Springs, or Portland, Me., or Montreal, or Winnipeg, or wherever else he may belong to, induced the Dominion Government to withdraw the subsidy granted for the railway from the I. C. R. to Dumphy's, and to substitute therefore \$140,000 as "a feeder" for these same Newcastle gentlemen, it ought not to seem unnatural for one of the gentlemen principally interested in the line to Dumphy's to use his best efforts to overcome the injustice done to himself and the County. But the Telegrapher is quite wrong in his statement, as we are assured that Mr. S. did not do the terrible thing charged. He has, we understand, made several propositions to Ottawa ministers, in behalf of the Company, one of which—and it is the only one in which the Indian Branch matter is touched upon—embraces a bridge and siding at Miller's for the accommodation of Derby. It is not worth while for the Advocate to call up its too ready tears over the imaginary wrongs of Northack and Southack people, when those parties are already so much dissatisfied with its own friends over the location of the Indian Branch. The Northern and Western Company will keep faith with the people and do just what it has always promised. The Advocate's trouble all arises out of the fact that its friends have not been able to crush that Company and prevent it from building the Miramichi Valley Railway. Let the Advocate attend to the "feeder," its friends are making such a time over, while the Company builds the Railway the people are so unanimously in favor of.

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