☞ CAPITAL PRIZE, $75,000 ☜ Tickets only $5. Shares in proportion

A 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 authorize 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, NOVEMBER 11, 1884—174th 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
200 do	100	20,000
500 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
1967 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,
New Orleans, La.

Burdock Blood Bitters.

Beef, Iron & Wine.

Atwood's Bitters.

ROSEMARY HAIR TONIC.

Pleasant Worm Syrup.

BOYD'S DIARRHŒA MIXTURE.

Ayer's Sarsaparilla.

A Large Supply of the above Just Arrived

—AT—

THE MEDICAL HALL,
J.D.B. F. MACKENZIE.

CARTER'S LITTLE LIVER PILLS.

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold by druggists everywhere, or sent by mail.

CARTER MEDICINE CO.,
New York City.

$66 a week at home. $5.00 outfit free. Pay absolutely sure. No risk. Capital not required. Reader, if you want business at which persons of either sex, young or old, can make great pay all the time they work, with absolute certainty, write for particulars to H. HALLETT & Co., Portland, Maine.

GROCERY DEPARTMENT.

RECEIVED,

40 Boxes Moor's Arctic Purple Plums.

SELLING CHEAP.

W. S. LOGGIE.

CHEAP SALE

OF

BOOTS & SHOES,

AT

NICOL'S,

To make room for Fall Goods.

WOMEN'S PEBBLED LEATHER LACED BOOTS, Inch Cut and Back Strap	90c.
WOMEN'S [illegible]ED LEATHER BUTTONED BO[illegible]	$1.00
MEN'S TIE SHO[illegible], pegged, solid leather insole	1.10
MEN'S DOMESTIC CALF BOOTS	3.10
MEN'S FRENCH CALF GAITERS, Laced and Buttoned Boots, all hand sewn	3.75

My numerous patrons can always rely on getting from me, as good value for their money as can be obtained.

Miramichi Advance.

CHATHAM, - - - - OCTOBER 23, 1884.

Miramichi Steamboat Company.

Preliminary steps have been taken towards the organization of a Company for the purpose of building and running steamers on the Miramichi. A few of the promoters met at Chatham on Monday evening at the office of L. J. Tweedie, Esq., and a committee was appointed to solicit stock subscriptions and afterwards call a general meeting with a view of proceeding further with the organization of the Company.

The capital proposed at present is $10,000, and over one half of that amount had been subscribed on the first day of the committee's labors, the prospect being that the balance will be secured without any trouble.

The promoters of the Company propose to build two steamers, of good size, the largest of which shall make daily trips down river as far as Escuminac and Tabusintac—calling at intermediate points and taking freight and passengers on board wherever offering—while the other will run up-river as far as Newcastle and Nelson—and, perhaps, the North-west Bridge—carrying freight and passengers. Both boats will be screw propellers and will combine fast-running qualities with improved passenger and freight accommodation. The down-river boat will be of about the tonnage of the river tugs but housed in on deck so as to make her safe and comfortable in the roughest weather we have during the navigation season.

It will be remembered that an arrangement was made a few years ago by Chatham parties to place the sea tug *William* of Quebec on the route between Chatham and points down river, and a subsidy of $1,500 was asked of the Local Government for the service, by petition from the people interested. The *Andover*, however, undertook to include the proposed service with that up-river for a $2,000 subsidy, which had lapsed, but was, at that time and for that service, continued to her. She proved unfit for the work, however, and nothing has since been done towards providing an adequate steam service on the route until now. We understand that several members of the Government have been spoken to on the subject and, recognising the demands of the down-river trade to be accommodated, they will favor the granting of a subsidy in the hope that the steamer will be self-sustaining after a few years. The promoters of the Company do not propose to ask for any subsidy for the up-river boat, as they believe that undertaking will be self-sustaining from the start.

As soon as the necessary stock has been secured and organization effected, tenders will, probably, be asked for the construction of both boats, the building of which during the coming winter will assist in making up for the hard times caused by the bad condition of the lumber trade.

Railway Notes.

The Fredericton *Gleaner* says,—

"The season's work on the Miramichi Valley will consist of fifty miles of track laid and ready for traffic. Of these thirty miles will be on this end and twenty miles on the other. The eastern will extend up to Blackville between which village and Chatham there will be regular railway communication this winter. This is the greatest showing ever made in railway construction in the Province in one year, and is due chiefly to the remarkable business management of the President of the Company, Mr. Gibson, who, however, has had a most able lieutenant in Mr. Snowball.

"A correspondent of the *Sun* from that hotbed of Toryism, and *canards*, Newcastle, writes that the rails lately purchased by Mr. Snowball at North Sydney have been under water for a year and are rusted and kinked. As the steamer "Averill" which carried the rails only arrived from England in May last, and the rails have been piled on a wharf in North Sydney since their arrival in June, the statement of the *Sun's* correspondent is therefore absolutely without foundation, and is simply a malicious invention."

The *Gleaner* seems to correctly estimate the soreheads who find vent for their envious and malignant inventions in the *Times*, *Sun* and other papers of their stripe. It will not be any consolation to them, we suppose, to learn that there were some "kinky" rails and that the price paid for them was about two-thirds of that paid for the perfect ones. The difference between the Northern and Western people and their Newcastle enemies is this—that the former are genuine railway men of capital, backed by brains, while the latter are a lot of political mendicants who are constantly waiting to pick up crumbs from the tables they have not the spirit to crawl from under;—and they are consumed with envy when they see others enjoying the success which is the proper reward of independence and merit. They are great on noise, and always ready to shout when a bone is tossed to them. If somebody would give them about twice as much money as competent men would require to build a railway and then induce the Government to find them engineering skill and men to do the work, they might manage to make the very credulous portion of the public believe they were building a railway, otherwise they must do as they are doing now—write in their peculiar way for such organs as the *Sun* and *Times*.

Direct Trade With the West Indies.

The first direct importation of molasses and sugar ever made to the Miramichi was brought here from Barbadoes by the barquentine *Vigilant*, of Bathurst, and has been landed at Chatham and Newcastle during the past week. It consisted of 337 puncheons, 51 hogsheads and 51 barrels molasses, and 14 tierces and 120 barrels sugar, more than one half of which was sold here, the remainder going by rail from Newcastle to Bathurst and other points. The cargo came out of the vessel in splendid condition, requiring no cooperage and the loss by leakage being a minimum one.

The *Vigilant* is a staunch vessel, well adapted to the West India trade. She was launched last Spring at Bathurst, her owners being Messrs. James Buttimer, Wm. E. O'Brien, Capt. E. D. Chase, Capt. Jas. Andrew Geo. Sutherland and Jas. Windsor. Capt. Chase is master of the vessel and Mr. Windsor, who does a large general business at Petit Rocher, has had charge of the disposal of the cargo here, his management of the business being quite successful among our merchants.

It would be a good thing for the Miramichi if some of our business men would realise the advantages we possess for carrying on a West India trade. We have an abundance of fish and lumber suitable for that market and could dispose of just such return cargoes as that brought by the *Vigilant*. It would, of course, be necessary to put the fish up in packages suitable for West India trade, which are simply rough boxes and easily-made casks, for which we have plenty of suitable wood. Several Nova Scotia ports have quite a trade of this kind, although they have not the advantages the Miramichi possesses for doing it. They have to send their fishing craft to our nothern waters for their fares which they dry and pack at home, where there is fog every other day during the curing season, disadvantages which we are entirely free from. Besides, sugar and molasses are such staples in the trade of the world that no fish-laden vessel going to the West Indies need ever be without a remunerative return cargo. If the Miramichi market did not need it other ports in the Maritime Provinces would take it. A few years ago, we know, it was the custom of certain Nova Scotia concerns to send fish cargoes to the West Indies, taking, as return, sugar or molasses to Philadelphia, New York or some other United States port. The cargoes would be sold there, in part or wholly, and a cargo of general merchandize—largely flour, meal, etc.—would be conveyed to the home port. These concerns are, doubtless, doing the same kind of business yet, notwithstanding the duties on breadstuffs which were not imposed in the time we refer to. We have every hope that such business as this will yet form an important factor in Miramichi trade.

The Indiantown Branch.

"Some of the malignants about Newcastle, who are ready to eat their own heads off with vexation because they did not get the contract for the Indiantown Branch Railway, made representations to the Department of Railways that Mr. Snowball was not pushing forward his contract, and that he only had seventy-five men at work. This led the Department to instruct Mr. Pottinger, to make a visit to the road and he did so on Wednesday accompanied by some other officials. They found two hundred men at work and every evidence that work was being pushed forward with the greatest speed. They also received an assurance that four hundred men will be at work on the Branch next week.—*Gleaner.*

The Moncton *Times* says,—

The visit of the Railway officials to the Indiantown Branch stirred things up a good deal and there are now a considerable number of men at work thereon—somewhere about 200.

The Moncton *Times* seeks to convey the impression that the visit of Messrs. Pottinger and Archibald to Miramichi on Wednesday last led to increased activity and the placing of additional men on Indiantown Branch construction. It would, we think, not be inconsistent with the position those gentlemen hold in the public service if they and their friends were to discourage their special organ in the work of misrepresenting our railway affairs as it has been doing for a month or so past. Before these gentlemen came the contractor for the Branch was scolded by means of rather singular telegrams from Ottawa because Mr. Schrieber had been informed that he had only some seventy men at work on Monday of last week. Mr. Schrieber has had considerable experience with the Newcastle parties who do the pimping business around the Indiantown Branch, and he ought, at least, to be a little careful as to how he accepts their statements. At all events, he should endeavor to be calm and not go too fast, for nothing so mars official dignity as undue celerity or the display of unnessary excitement. At the time Mr. Schrieber was, perhaps, believing that the reports he had received were true, there were about twice the number of men stated on the works. When Messrs. Pottinger and Archibald started to go along the line they were under the impression that there were only seventy or eighty men there, but they found 187 with picks or shovels in their hands, besides 14 men driving horses, and 13 gang foremen, while they did not go to the quarry to see for themselves, but they learned that ten men were at work there getting out stone for culverts. Now, if these gentlemen or their friends imagine that their finding 214 men at work, where they had believed there were less than a hundred, was "stirring things up a good deal," on their part, they will appear in the *role* of men who take credit where very little is due to them. The men at work on the Branch would have been there all the same whether "the Railway officials" had been directed to go and see for themselves or to remain at headquarters at Moncton, and if either they or their chief—Mr. Schrieber—wish to be thought very clever or astute personages, the less they act upon the reports of their Newcastle advisers the better, for it is not every man who has the gift of playing the fool successfully.

The *Times* also says.—

Mr. Snowball's organ still harps on the right of way question, trying to convince its few readers that because a couple of wrong-headed individuals ordered the contractors off their premises, the right of way had not been secured. There is no need to say any more about this, however. The parties mentioned acted out of obstinacy and a spirit of opposition, but had no legal right for their action, as they soon discovered. As for the route for the line that has been chosen it has already been shown that it is by all means the most advantageous for the people living along the route, and as a proof that the route is not unpopular, it need only be mentioned that, in the great majority of cases, the right of way was willingly given for merely nominal sums. The few who would not give free right of way, were either persons who were under the influence of the enemies of the line, or those who imagined that by holding out and acting in an obstinate, impractical manner they would obtain extra damages for their land. For a short distance, part of the highway above Millerton will be taken up. The width of the highway, however, is so great that there is plenty of room for the railway and an ordinary-sized roadway besides. The railway will be, of course, fenced, and where the inconvenience will be, is known only to the mouthpiece of the contractor. Of course it would be to the interest of Mr. Snowball to have the route altered now, after he has signed the contract, and as Mr. S. is in the eyes of his scribe the public, or in fact, the whole county this is why the *Advance* has made of late such desperate efforts to convince the Derby people that they are being badly treated, a fact very few of them are at all aware of.

The *Times* misrepresents us very unfairly. Residents of Derby applied to us as a public journal in order that the injury with which the Railway Department was threatening them might be made known. Most, of them, too, had always been politically opposed to us and expressed their disappointment over the indifference with which they were treated by Mr. Mitchell's party and Sir John's Government, both of which they had always supported. Messrs. Pottinger and Archibald were met by a number of these dissatisfied people and we regret to say that Mr. Pottinger, with a want of courtesy quite in keeping with that of the parties who appear to be his principal advisers at Newcastle, rudely told one man that Mr. Snowball had "put him up" to opposing the Branch going through his land. This was the same man with whom one of the Government's numerous agents for settling land damages played the slugger a day or two after—conduct which all concerned should be heartily ashamed of, but which was, no doubt, carefully kept out of the espionage committee's next report to Ottawa. It is a matter of regret that the Government should find it necessary to employ a brawler to deal with people whose time-established rights it had decided to wrench from them by brute force; that its officials should show a disposition to entertain and act upon the reports of malicious and envious persons, and that men of character, self-respect and ability have to waste their time and have their patience tried in humoring a lot of "accidentals" whose chief merit is that they are of official importance. So far as the ADVANCE is concerned, it has no patience with imposture and humbug—elements which have so largely characterised the management of this Indiantown Branch business by the Government and its agents. Ninety-nine people out of every hundred on the Miramichi knew that the whole undertaking is founded upon and maintained by political spite and envy. The only genuine thing about it is the *bona fide* intention of the contractor to build the road and be paid for it, while the Government, Mr. Mitchell and the half dozen managers in Newcastle who have engineered the gigantic folly are enraged and vexed, because the very man they sught to crush by it is turning it to his profit in spite of them, while the men for whom it was to be "a feeder" are obliged to stand back where they belong and vent their feelings through the *Sun* and *Times*. It is not uecessary, however, that officials, who are but public servants, should fully share the prejudices or indulge the political spites of those who may fawn upon them to-day and turn upon them to-morrow. When they do so they thereby assume the responsibility which such action involves and court unpleasant consequences which they might otherwise avoid, and which the ADVANCE has no wish to help in bringing upon them.

New Brunswick as a Field for Immigrants.

Mr. Edward Jack, who represented New Brunswick at the Edinburg Forestry Exhibition, appears to have been very successful in his capacity of commissioner. He has not only discharged his duties well in direct connection with the exhibition but has done good service in making known the capabilities of the Province as a field for immigrants. In a letter to the St. John *Globe* he says,—

The Dominion Government is circulating a pamphlet entitled "New Brunswick as a Home for the Farmer Emigrant." I have seen some copies in Edinburgh. Many enquires are made of me respecting New Brunswick and I find a number of parties who are desirous of obtaining the fullest information respecting it. So far as I am able, I answer their queries. Our government pamphlets are frequently misleading and I think if the government would apply to the farmers in the various counties for a statement of their various experiences this would furnish the knowledge sought for. If say five of the best farmers in each county in New Brunswick should be asked to keep an account of what they planted and gathered from their lands, each year, giving the acres cropped, together, with the date of planting and harvesting, a record would be obtained which could be relied on for future reference, a record also of dairy produce, &c., could be kept. As evidence of the misleading effect of some government pamphlets I give you an extract from a letter written to me by a young man who intends to settle in New Brunswick. His capital is about $5,000: "From what "books I can lay hands on I gather that "in Carleton County the average yield of "potatoes is about 180 bushels per acre "at 60 cts., $108 per acre; of turnips 400 "bushels at 30 cts., $120 per acre; of "wheat "50 bushels at 30 cts., *i.e.*, $15 per acre. "These figures, especially the first, "appear to me large. Can I put any reliance on them? They are taken from a "Government emigration book. I could "find no data as to dairy produce and "cattle."

I have written this letter with the especial hope that it will attract the attention of our farmers, and that they may devise some means with the aid of the Government and the Board of Agriculture whereby the agricultural capacity of the various counties in New Brunswick, or at least the most fertile parts of them, may be shown from reliable data gathered by themselves.

Some records kept by Mr. J. H. Reid, of Fredericton, have, as mentioned in a former letter, been of great service to me, and I only wish that they had extended over a greater length of time, and had related to more counties than to that of York alone.

I have found the list of New Brunswick plants, published by the Secretary for Agriculture, of very considerable assistance to me. If it were revised by Mr. Hay, or some other competent botanist, and published again in the annual report of the Secretary of Agriculture, it would be a benefit to a number of persons taking up this list of New Brunswick plants, which lies on my table. More made the remark how many of our plants you have in New Brunswick.

The absurdities above quoted by Mr. Jack are from that wonderful pamphlet issued by the late Surveyor-General and which we criticised at the time. It is well to have a man like Mr. Jack to represent us in Great Britain, as he is well qualified to speak of the merits of the Province to those enquiring, and neutralise the effects of official blundering and ignorance. On this subject the *Globe* says,—

The organ of the opposition recently summed up quite a number of charges against the Local Government, chief of which was that it was doing nothing to bring settlers into the Province, and declaring that other Provinces were doing a great deal. Quebec and Ontario are in the direct track of European immigrants to the North West, the whole influence of the Dominion Government is directed towards placing immigrants in the port of Quebec and it is much easier for these Provinces to deal with the matter than it is for New Brunswick. Our Province and our Government showed far more spirit and energy than any other Province or Government in regard to the Forestry Exhibition at Edinburgh, and all that was done by any Government to make the resources of Canada known was done by the Government of New Brunswick. Perhaps it did not do enough, but it did a great deal. It is unfair, we think, to throw upon the Provincial Governments the burden of large expenditure for the purpose of bringing in immigrants. It is chiefly the business of the Dominion Government. From a merely financial standpoint the Province gets only eighty cents a head for every settler, but the Dominion Government takes out of him from five to eight dollars a head, and has him as well to bear arms, and to discharge a variety of other duties, and to carry various responsibilities. Still, as the Dominion Government neglects us in this particular, as it does in so many others, we would have the Provincial Government do something, and it is doing something as we could specifically point out. The idea has been more than once suggested that possibly it would be well for the Local Government to keep Mr. Jack in Great Britain and Ireland the whole winter in order to "talk up" our Province. Mr. Jack has peculiar, we might almost say, unique, qualifications for the work of placing New Brunswick fairly before the British people. He will not over state, or raise too high the expectation of any intending settler, he knows the capacity of our Province, he knows its weakness. He knows whom it will suit. He knows the right kind of people to advise to come here, and while it might not be necessary to put in motion a special immigration system, it would, we believe, pay well, undoubtedly, to let him go through the country, and in his quiet, capable way tell the people what our Province is like.

The Northern and Western.

We understand that the trackleyers on this end of the Valley Railway have reached a point about one third of the whole distance from Chatham Junction to Blackville, and that they are proceeding at the rate of about half a mile per day. The progress being made on the Fredericton end of the line is equally good.

Standing by Their Paper.

The Liberal Convention of the County of Westmorland passed a resolution approving of the course of the *Transcript*, the organ in that county of the Liberal party. Probably the *Transcript* would continue to do its duty to the party and to the country, without any vote of approval, nevertheless it is satisfactory that the Convention recognize the ability and fidelity of its party organ. The Liberal press of New Brunswick, in the outlying districts, is struggling hard, in the face of great difficulties, to maintain itself. Almost the entire Provincal press is under the direct control and influence of the Dominion Government, and is heavily subsidized, by means of a system of useless advertising, from the public treasury. Everything, from the construction of a dry dock at Esquimault, to a wharf at Sydney is advertised in the Tory newspapers in all parts of the country, in order to give a certain amount of pay to these papers, while advertisements like those of the Government railway are purposely kept out of papers in which they should be inserted, because by doing so the Government would have to employ Liberal journals. The *Transcript* is published in a town in which there is a heavily subsidized Tory paper into the publication office of which railway printing pours in a steady stream. Hence the need of the Liberals of Westmorland to do all in their power to sustain the brave journalists who are fighting this form of corruption. The *Transcript* at Moncton, the *Gleaner* at Fredricton, the *Advance* at Chatham, are thoroughly independent and active Liberal journals, who have to hold their own against papers which the Government are contributing largely to support, and Liberals in the districts in which these papers are printed should never overlook the good work in which the party organs are engaged.—*St. John Globe.*

We all like to have our services recognized and, even if they are not, to realise that our efforts in behalf of others are silently appreciated. The ADVANCE has never plumed itself upon being a party organ, in the general acceptation of the term, although, in its position, as between the so-called Liberal Conservative party and the party led by Mr. Blake, it has had neither difficulty nor hesitation in choosing. As the paper was founded and has been maintained as the private enterprise of its publisher, it cannot be called a party organ, being both professedly and in fact thoroughly independent, as the *Globe* itself and some other papers in the Province are, although they are the exponents of Liberal principles and, as such, loyal friends of the Liberal party. During the first four years after it was founded the ADVANCE experienced its hardest struggles for existence. There was then a Liberal Government in power at Ottawa and we were supposed to be its organ at the North. Our most difficult task, however, was to get the ear of that Government with a view of reforming local abuses, which its officers—the legacy of its predecessors—were working upon the people, and, acting upon our duty, we were as frequently called upon to condemn as to approve of the Government's administration. In this sense we have always endeavored to be the people's, rather than any Government or party's organ, for the end and aim of all public administration is, or should be, the good of the people. If we have done anything to promote the interests of the Liberal party it is because public requirements have demanded it and we believe there never was a time in the country's history when a return to Liberal policy in the administration of Dominion affairs was more urgently demanded than now. There are many leading men to-day in the ranks of the so-called Liberal-Conservative party who, like the proprietor of the ADVANCE, were, before Confederation, members of the Liberal party, of which Messrs. Tilley, of New Brunswick, and Howe, of Nova Scotia, were leaders, but who followed their leaders out of the party and became absorbed in the Conservative party. They may now call themselves Liberal-Conservatives, but that does not make their desertion of their former principles the less venal and treacherous, nor does it justify them in persecuting and maligning those whose greatest offence seems to be that that they still advocate the principles and policy their old leaders taught them and on which they based their arguments for a union of all British America. Most of the old Maritime papers now supporting the Conservative administration at Ottawa were Liberal in politics, but were turned over by that "system of purchase" which was inaugurated with Confederation. They had not sufficient independence to stand by their principles and let their apostate party leaders go. They have their reward in the patronage to which the *Globe* refers, but if journalists are not different from other men, their editors must, sometimes, feel that they have forfeited the best and highest reward that might have crowned their professional life, by sacrificing duty to expediency. Faithfulness to principle and a sense of the moral obligations men are under to each other—whether in political or everyday life—are, perhaps, held too lightly in these days by many. The man who has been a traitor to his political party—who has deserted his principals for personal promotion, or gain—is no better than the business man who has deliberately fleeced his creditors. Neither has a right to hold up his head as the peer of those who have resisted the temptation to do likewise, because of an ever-present sense of moral duty. The tendency of the party which the ADVANCE has felt it to be a duty to oppose, has been to encourage the grasping of power at any sacrifice of individual political honor or public interest. That party has debauched the public sentiment of its members to a most deplorable extent, until they have come to look upon the hour's success, as the highest spring of action and the means thereto—no matter how questionable—as of secondary importance. If one asks himself what the fruits of that party's policy are, let him compare the position of the country to-day with that of fifteen or twenty years ago—its taxation, debt and obligations, its recently-created and fast-growing monopolies, its rule by party exigencies, rather than public requirements, the centralization of power at Ottawa and the gradual undermining of our local legislative powers—and he will have his answer. To the thinking man such comparison will justify the independent course the ADVANCE has pursued, even to the extent of being a Liberal party organ. And it is to the fact that our record is that of an independent journal, conducted with a consistent regard for the people's interest, we owe the respect, confidence and support which the ADVANCE so largely enjoys, and with which it will, after its next number, enter upon the eleventh year of its existence.

THE GOVERNOR-GENERAL.—His Excellency, the Governor-General, Lady Lansdowne and party reached St. John on Tuesday morning, en route from Halifax. They proceeded to the Royal Hotel from the station without any formal display, it being their desire that there should be no demonstration on the arrival of their train. During the day addresses were presented in the City Council Chamber by the City and Municipal Councils, members of which bodies were presented to His Excellency. A guard of honor from the 62nd, under Capt. Blois and the 62nd Band did service at the Court House. The party drove to points of interest in the afternoon, and left yesterday evening for Fredericton, receiving a parting salute of 17 guns from Dorchester Battery, under Col. Peters.

QUITE A SENSATION was caused recently, by the reported assassination of Louis Riel in a riot at Prince Albert, and also the massacre of mounted police at Battleford, both of which turn out to have been the inventions of an enterprising press telegrapher.

Protecting the People of Derby.

The people of Derby, whose property is threatened with depreciation and their lives with danger by the running of the proposed Indiantown Branch upon the present highway in that parish are indebted to the Provincial Government for taking such steps as are possible to protect their rights and interests. We understand that at the late meeting of the Executive at Fredericton the Chief Commissioner of the Board of Works laid a memorandum before them on the petition forwarded to the Goveranment by the people of the district affected. The memorandum set forth, substantially, the following facts—that the Dominion Government have contracted for the construction of the line of railway in question and set its contractor to work thereon; that said line is so located that the road-bed will, in some places, particularly where it passes through the Village of Derby, for a mile at least, encroach upon, and, as the Chief Commissioner is advised, almost entirely absorb the present highway; at the particular point alluded to the available space between the dwelling houses and the river is insufficient to provide roadways for a railroad and a highway being both laid down, and, as a consequence, one or the other must be placed at the rear of the houses and other buildings, where there is every facility for building either description of road. In such case, for obvious reasons, the Chief Commissioner assumes that the railroad could be located at the rear. To interfere with the highway must necessitate the building of another highway by the Government of Canada, and until such new highway is built the present one ought not to be encroached upon. The Chief Commissioner thinks it would be doing a very serious and unnecessary injury and damage to the residents to place the highway at the rear of their dwellings and out buildings and that it certainly, could not fail to greatly depreciate the value of their property. He, therefore, recommends that the Minister of Railways be communicated with on the subject, and that he be earnestly requested, having enquired into the matters alleged and verified the same, to take such steps as may be necessary to prevent the proposed interference with the present highway. As much damage might be done while the Minister is being communicated with, and is enquiring into and considering the matter, the Chief Commissioner recommends that the Attorney General be authorised to take such proceedings on behalf of Her Majesty for the protection and preservation of the public rights in the highway as he may be advised are necessary, and in the meantime, that the contractor be informed that the Government of the Province is remonstrating with the Minister of Railways in the matter, and that he will subject himself to prosecution on behalf of the Crown should he proceed with the work.

The memorandum, having been made a minute of Council and adopted, the contractor, Mr. Snowball has been notified thereof, by the Secretary of the Public Works Department and advised that proceedings will be taken on behalf of the Crown against any and all persons who may be found interfering in any way with the highway in question. The notice only reached Mr. Snowball yesterday and we learn that he at once communicated with the Minister of Railways for instructions, which at latest advices, had not been received.

It is to be hoped that the Minister will allow reason and the interests of the people affected to govern him in this matter, instead of the baneful counsel under which he appears to have acted thus far.

The Canadian *vs* the Immigrant.

The *Advocate* has found in a London, Ont., paper, a column or more of dreary balderdash concerning Mr. Mitchell's letters to Lord Claude Hamilton and it spreads it out before its readers. We hope, for the *Advocate's* sake, that they will be satisfied with such stuff, although they might reasonably, expect something from it concerning railways nearer home than either the Grand Trunk or Canada Pacific. In a personal reference to the editor of the ADVANCE, the *Advocate* says,—

"There is *one* Canadian (?) who sides with the un-English Lord—an insignificant creature who belongs to the snobocracy, and who has taken up the cudgels in behalf of the badly "clawed" Lord against Peter Mitchell. * * The specimen can be seen at the *Advance* office, Chatham."

"There is no doubt as to the gentleman referred to being a Canadian—that is, if the political allies of the *Advocate* have not read the maritime provinces out of the Dominion. He was born in this country and lived in it when the *Advocate* people came to it in a crate, or some such suitable cage, as immigrants, landed, in their wild state, somewhere in Gloucester County, where they were let loose and ran to Miramichi in terror before they were captured and made to understand the bears were not after them. Since that eventful period in their history they have learned to keep their faces washed and their hair cut occasionally, to sit on chairs, to use a knife and fork, and eat at table, but they ought not, considering what the civilization of Canada has done for them, to attempt the reading of any poor native out of his country. We can stand a good deal, but feel a pride in "this Canada of ours" and don't propose to be crowded out by any duty-free importations.

Bathurst Notes.

Oct. 21st 1884.

THE NEW PUBLIC BUILDING.

The plans and specification for the new Public Building arrived last week and are to be seen at the Post Office and Custom House. The building will be very handsome and second in appearance to none in the Province outside of Saint John. As your readers already know, its site is to be the old post office corner, opposite Burns & Co's place of business. Although not so central as might have been obtained it is, nevertheless, the finest and most commanding site in the town for a building of that kind.

The new building will be either of granite from the Nepisiguit Quarries or of grey sandstone from the Clifton Quarries. Tenders are asked for each separately, but it is highly probable the granite will be determined on owing to its being more easily obtained and, consequently, cheaper, besides making the handsomer building. The main building has a frontage of fifty feet on Water Street and thirty eight on Douglas Street and there is an extension on the south side fifty three feet deep by fifteen feet on Douglas Street. There is a basement nine feet nine inches high which contains a well and a system of drainage pipes running off into the harbor at the rear. Entrance to the ground floor is had by two doors on Water Street, one in either corner of the building. These open into lobbies about eight feet square from each of which double doors lead into the Post Office department which is twenty-three feet by forty-six feet six inches—with a ceiling sixteen feet and a half high.

Leading from the door in the north east corner is a hallway extending across the main building and opening into an office for the Department of weights and measures twelve by thirteen feet nine. Across the hall a door admits into a lobby containing water closets and from this lobby another door admits into an examining warehouse twenty-two feet six by thirteen feet nine. The hallway opens into the tower which contains the stairway leading to the first floor.

A long corridor extends nearly the full length of this floor, about six feet wide. On the right side is the Savings Bank Room, which is twelve feet by twenty-one. From this room, access is had into the Collector of Customs' private office, which is twelve by thirteen feet. On the left of the corridor is the Inland Revenue Office, thirteen feet by seventeen, and the Pilot Commissioner's Office, ten feet by twelve. The ceilings on the first floor are fifteen feet and a half.

The attic is reached by a stairway in the north east corner of the first floor, and contains the caretaker's apartments, parlor, bedrooms and kitchen. It also contains a cistern seven feet by four by three from which water can be thrown upon any part of the building. The water is brought from the well in the cellar by means of a force pump.

In the centre of the building on Douglas Street is a tower rising eighty feet with space in the top for a clock. The roof is to be of slate from the quarries at Richmond, Quebec, and the roof of the tower of galvanized iron. The doors and furnishings inside will be oak. The premises outside are to be enclosed by a stone fence four feet high with oak gates.

As provision has been made in the tower for a town clock it is to be hoped that some of our more enterprising citizens will form themselves into a committee of ways and means for the obtaining of such a desirable addition to the building.

STEEL RAILS SUNK.

A lighter containing about forty tons of steel rails for the Caraquet Road, while alongside the steamship "Plymothian" sank about two o'clock this morning during a heavy squall. She lies in about five fathoms of water with the tops of her masts out of water. A diver is now on his way here and the Company anticipate no difficulty in raising her and saving the rails. In any case the Railway Company would suffer no loss as the rails are insured to the shore.

CARAQUET RAILWAY.

The work on the road proceeds rapidly. The distance from the Junction to Bass River, about eight miles, is now ready for the rails with the exception of two small fills with culverts beneath.

Tracklaying begins to-morrow. The masonry on Bass River Bridge is progressing rapidly and will be completed before heavy frost sets in. There are two spans of about sixty feet. The bridge seat is about sixteen feet above the level of the river. On the other side of Black River grading is being pushed forward, some of the working gangs having reached Salmon Beach. Yesterday was pay day on the line and a large amount of money was paid out. Business generally is showing visible effects of an increased circulation of money.

AN INCIDENT.

There has been lying at Messrs. Burns & Co's wharves, during the past week, a barque which to many of our townsmen recalls many old scenes. She was built at Bathurst, by George Smith (who still resides here) about twenty six years ago and is called the "New Brunswick," and has never been here since the day her keel first touched the water. The "New Brunswick" is still British owned and her Captain says is as sound as a nut, which is quite a tribute to Bathurst-built ships. She has been visited by her builder and many of her workmen. A melancholy accident happened during her building, by which a workman—Neil Campbell—met his death. His widow still lives here.

CURLING.

The Annual Meeting of the Bathurst Curling Club takes place this evening for the election of officers for the ensuing year.

The Total Abstainer.

The London *Times* publishes the following extraordinary statement,—"The typical total abstainer is a person of inferior physical development, and not remarkable for intellectual power. Smallness of body characterizes him, he is easily led by his emotions, or what he fancies to be eloquence, he is ready to take up any idea pressed upon him with sufficient volubility, and, in short, the same causes make of him a teetotaller, an anti-vaccinator, and an anti-vivesectionist."

BUTTER, CHEESE & LARD.

181 Tubs Carleton County Butter.
200 Boxes Factory Cheese,
190 Tubs Lard.
Just received.

Geo. S. DeForest,
13 South Wharf.

St. John, N. B., Oct., 1884.

IN STOCK

AND ARRIVING

AND FOR SALE

by the Subscriber:

Mess Pork,
Clear Pork,
Prime Mess Pork.

Plate Beef,
Roll Beef,
Extra Mess Beef

LARD IN TUBS.

WHITE BEANS.

(in Barrels.)

Codfish Large & Medium

MOLASSES

(Puncheons and Tierces,)

SUGAR, Granulated and Yellow,

Rankine's Biscuits,

Mariners' Tobacco.

Prince of Wales Tobacco,
Napoleon Tobacco,
Myrtle Navy Tobacco.

Royal Crown Soap,
Princess Louise Soap,
Atlantic P. Y. Soap.

Flewelling's Matches,

BROWN'S AXES.

Cut Nails all sizes,

with usual Supply of

CHOICE BRANDS

Flour,
Cornmeal,
Oatmeal,

at Lowest Rates FOR CASH.

John McLaggan.

NEWCASTLE, 24th June, '84.

EQUITABLE LIFE

Assurance Society

OF THE UNITED STATES.

Assets, - -	$45,529,581.45
Income, - -	13,470,571.68
Undivided Surplus,	12,109,756.79
New Assurance written in 1883,	81,129,756.00

The amount of Surplus over Liabilities is larger than that of any other Life Assurance Society.

The Society' Policies are incontestable after three years.

In case of death, a Policy which has become incontestable is paid *immediately* on receipt of Proofs of death.

The Society has no Contested Claims on its books

SEMI-TONTINE POLICIES.

This system of Assurance combines protection with investment and is more advantageous than any other form of policy ever devised.

Persons desirous of insuring, best consult their own interests by communication with the Agent

WARREN C. WINSLOW,
Barrister at Law.
BENSON'S BLOCK, CHATHAM

Mr. Winslow, who has lately been appointed agent of the above Company, will furnish all information in reference to the various plans of Insurance offered, and parties should consult with him in order to fully understand the benefits to be derived.

CHAS. A. MACDONALD,
General Manager.