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CAPITAL PRIZE \$75,000. Tickets only 25 cents in proportion.

L. S. L. Louisiana State Lottery Company.

We do hereby certify that we are supervising 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 accuracy, fairness, and in good faith.

Incorporated in 1868 for 25 years by the Legislature of Louisiana, with a Capital of \$1,000,000, which has since been increased to \$2,000,000.

The only Lottery ever voted on and endorsed by the people of any State.

The Grand Single Number Drawings take place monthly. A SPLENDID OPPORTUNITY.

CAPITAL PRIZE \$75,000. 100,000 Tickets at Five Dollars Each. Prizes in Proportion.

1. CAPITAL PRIZE, \$75,000. 2. PRIZES OF \$10,000. 3. PRIZES OF \$5,000.

1887 Prizes, amounting to \$1,000,000. Applications for rates to Clubs should be made only to the Office of the Company in New Orleans.

THE KEY TO HEALTH. BURDOCK BLOOD PURIFIERS.

Unlocks all the clogged avenues of the Blood, Kidneys and Liver, carrying off gradually and weakly the impurities and the humors of the secretions; and at the same time Correcting Acidity of the Stomach, curing Bileousness, Dyspepsia, Headaches, Dizziness, Heartburn, Constipation, Dryness of the Skin, Dropsy, Dimness of Vision, Rambling, Trembling, Nervousness, Scrofula, Fluttering of the Heart, Irritability, and General Debility; all these and many other similar Complaints yield to the happy influence of BURDOCK BLOOD PURIFIERS.

W. HILBURN & Co., Proprietors, Toronto.

IN STOCK and ARRIVING at the Fish Warehouse, PUBLIC WHARF, NEWCASTLE.

50 Bria Heavy Mess Pork; 50 " Plateau Extra Mess Beef; 50 Tube Lard;

50 Bria and boxes Rankine's Biscuits; 100 Bria Refined Sugars;

100 Boxes Raisins; 100 " Soap; 100 Kegs Nails;

100 Dozen Brooms; 100 Boxes and caddies McColl Adams' TOBACCON, Marlboro, Imperial Napkin, Little Sargant, Black Bird, Prince of Wales, Bird's Eye, and Brunette;

150 Half-chests TEA; 50 Caddies " 40 Tube BUTTER; 20 Puncheons MOLASSES;

20 Kegs SODA; CHOICE BRANDS. Superior Extra Strong.

BAKERS AND PATENT FLOUR, CORNMEAL & OATMEAL,

Lowest Wholesale Rates. JOHN McLAGGAN.

Miramichi Advance.

CHATHAM, JULY 26, 1883.

The Miramichi Valley Railway.

The interest manifested by the people of Northumberland in the Miramichi Valley Railway is greater at the present time than ever before. Indeed, the subject seems to occupy the mind of the local public more fully every day as its different aspects are presented, and the knowledge that the making or marring of the undertaking hangs on the developments of a period which will reach its most important stage next week, emphasizes the magnitude of the question.

The facts that the gentlemen named as promoters in the Northern and Western Railway Act are divided, and that each party has advertised a first meeting for organization on the same day and at the same hour—the one in Fredericton and the other at Newcastle—are calculated to puzzle those who are not familiar with the inner history of the matter and to increase the general desire for information.

We give some leading facts bearing on the question as the time at our disposal last week would allow, and were somewhat surprised that neither of the local papers thought it worth while to inform their readers on a subject in which so many of them were deeply interested.

It is to be expected that these papers would offer some explanation or comment upon the singular course which the gentlemen advertising the proposed meeting in Newcastle thought proper to take—why they, who had formed a bogus Railway company for years, and stood in the way of practical railway men of capital and enterprise, should, on a day after the latter advertised a call for a meeting under the Act, issue a similar call to be published. It is no wonder that people should enquire what it meant, and the silence of the organs of the "Miramichi Valley Railway Company"—the myth which had long been looked upon as a reality by an interested, but deluded public—could only be accounted for by the fact that their position will not bear the light of discussion and that their action is but a desperate attempt to secure a legal right to delay and defeat the work as they have done by illegal assumptions for the last seven or eight years. Some of the few gentlemen who have been led to enter into this new combination to prevent the immediate commencement of the Valley Railway, would not, we are sure, lend themselves to such work if they understood the real object of their crafty and selfish associates, and we hope they will recede from the false position in which they are placed before they are made to become parties to the defeat of the undertaking, the success of which all but a few of them have at heart.

What is the situation at the present time—one that presents, on the one hand, an absolute certainty of the work of construction on the Valley Railway being commenced at once at the Intercolonial and carried forward without delay as far as the subsidies provided for will admit of, and on the other hand, a delay that will enable some other road to secure the Provincial subsidy yet available, and an unpatriotic obstruction which may prevent the work receiving the benefit of the Dominion subsidy secured for it in May last. It is possible that the parties who stepped in after they knew a bona fide company had been provisionally formed and had advertised a legal meeting, may not be able to accomplish the undesirable results they are really working for, but they are taking upon themselves a responsibility in that direction and incurring a risk which far-seeing men would hesitate to expose themselves to, and which cannot but lead to disappointment for themselves, delay, if not defeat, of the Railway, and the working of an irreparable wrong upon the people of two counties.

On the one hand there is a provincial company composed of men with the necessary capital and experience who are ready to proceed with the work as soon as they are formed under the Act. These gentlemen have been, all along, misled by the fact that certain gentlemen in Newcastle have been severally representing themselves as President, Secretary, Solicitor, etc., of the Northern and Western Railway Company, and, as such, not only doing, practically, nothing to secure the construction of the road contemplated in the Act, but persistently standing in the way of those who were desirous of undertaking it. The bona fide Railway men have seen this President, Secretary and alleged company allow the subsidy of \$5,000 a mile provided in the Act of 1874 to be within their reach, while they had neither the ability to secure it for themselves nor the patriotism to step aside and let others, the real friends of the work, have it. They have seen these same men, when the subsidy offered was, in 1882, reduced to \$3,000 a mile, content themselves with securing such a change in the Act as they thought would discourage any practical railway man from putting his money in the road. They further secured a fixed and reasonable rate for the Provincial subsidy, the practical attempt was being made by this bogus company to go on with the undertaking and that all the provincial subsidy but sufficient to cover

seventy miles under the Act was secured by other companies, so they took steps to secure this remnant before it too had gone beyond recovery, and in the hope that those who had so long played like children with the matter would retire, they subscribed some \$200,000 bona fide stock, paid up the \$20,000 and advertised their first meeting as required by the Northern and Western Railway Act.

On the other hand, we have these gentlemen, who have, for seven or eight years, been playing at "Valley Railway Company" and doing nothing but obstructing the work, suddenly crying out "me too" and, the day after, advertising a call for a first meeting of the company they had professed to be President and Directors, etc., of for years. They do not state in their advertisement that they have paid up the money required by the Act, while it is known that they had not any money so paid up on the day of the call of their meeting is dated. There is no such person known in Northumberland as one of the promoters whose name appears in their advertisement, and the whole thing bears evidence of haste and recklessness—a haste equal to that which their eight years ago placed themselves in the way of the present bona fide promoters of the Valley Railway and a recklessness equal to that with which they have ever since, maintained their pretensions and carried out their obstructive policy.

The time has arrived when the people of the Miramichi may be asked to seriously consider this important question as it now stands. Let them, in view of the facts, watch the tactics of those who are fighting so hard to maintain themselves as principals in an organization that has been permitted, far too long, to defeat the construction of the Valley Railway. And should these men persist in the course they are pursuing, let them be known as those who have done their best to prevent the present bright prospects of this important undertaking from being realized and who, because they were unable to go on with it, did all they could to prevent others, who were both able and willing, from doing so.

The question of route appears to have always been the one on which the Newcastle combination have depended to excuse the practical inaction which has characterized their history as an alleged company. For some reason, which no practical railway builder has yet been able to understand, they have persistently ignored the short route and pretended that the longer and more difficult one only should be considered. The York and Northumberland promoters of the undertaking, on the other hand, recognize the necessity of accommodating all the up-river parishes to the fullest extent practicable, and their line will be the most direct one to be followed—after leaving the Nashua Valley—to Boiestown, thence to Doaktown, where it will cross the Miramichi, running down the North side thereof to a point near or below Doctor's Island, at the junction of Bartholomew river with the main Southwest, and running down its south side finally connect with the Intercolonial at Chatham Junction.

The reasons why this route has always been looked upon as the one by which the road must be built are, briefly stated, three—1st, it is the shortest route to both Newcastle and Chatham; 2nd, it is the route by which construction will be easiest and alone practicable; 3rd, it is the only one by which an independent line can be built from Fredericton to either of the towns on the Miramichi. These gentlemen who are taking steps to further postpone the commencement of the work do not, and never did, pretend that they were in a position to make Newcastle the terminus. At the same time, they saw the advantages of the shorter line, by the route we have indicated, and having one of their number in the Government of the Province actually secured such a change in the Subsidy Act as they thought would prevent it from ever being undertaken. They virtually said, "We know we have failed to get any capitalist to join us in building the road by any other than the short and independent route and that we cannot bring it to Newcastle, but we are determined that it shall not run to Chatham, though we take steps by legislation and standing in the way with our bogus company, to prevent it." A part of the working out of this determination is the proposition to make Wilson's Point the terminus. These gentlemen admit that the freight and passengers upon which the road will depend will mainly pass from or to the two towns, but because they cannot run on the road's own rails to Newcastle they say that they will not do so to Chatham, but they will run to Wilson's Point, which is at the junction of the Northwest and Southwest rivers and from which Newcastle can be reached only by running some three miles, and Chatham, eight miles by water. "But," say these gentlemen, "we can run by rail to Newcastle by the Intercolonial four miles and to Chatham by Intercolonial and Chatham Branch eleven miles. If perpetual running rights over the Intercolonial could be secured at a fixed and reasonable rate, this proposition would remove all objections save those arising out of extra cost of construction and the lengthening of the road, but such rights cannot be obtained unless the traffic of the

road can be run to one or the other of the towns over its own rails, it will always be in the power of the Intercolonial management to force the Valley traffic to go to the water terminus at Wilson's Point, by imposing such rates for the privilege of using their rails and bridges, as would handicap any advantages which the Valley road might possess.

These gentlemen profess not to see the importance of independent communication with one town or the other, and they appeal to local prejudices and resort to all kinds of misrepresentation to sustain them in their selfish and do-nothing policy. They know it will cost \$10,000 to build and equip the road by the route they propose and that they had not the means to supply the difference between the available subsidies and the full amount required. They know that they cannot find any man, or men, who will step in and supply the funds needed. In fact they only know that there is a chance to further delay the work. On the other hand they know that capitalists are all ready to step in and build the road by the shorter route—a route that will serve all the requirements of local traffic and is practically the same as that favored by them, with exception of the short piece between Bartholomew River and the Intercolonial, but as that will not afford employment for a steamer and will accommodate Chatham they will do what they have always done—obstruct the work.

Since the above was written the Advocate has come to hand with an article on the Railway question. It says— "Going to the small subsidy provided for Provincial railways by Act of Legislature, actual construction has not yet been entered upon, nor was there a prospect of the enterprise reaching this stage until aid for the construction of the Hon. F. Mitchell and his associates in the work. Now that the necessary assistance has been secured from their respective sides of the river, the enterprise is divided into contending factions, who strive for the mastery as to the future welfare of these places dependent upon their efforts to secure the terminus on their respective sides of the river. The ideas that Messrs. Gibson and Pickard and their associate capitalists are jealous of Newcastle, to which not even the residents of that town ever concede the right to count as built, is absurd. If there is any jealousy on the part of those who, knowing the terminus cannot be in Newcastle, declare—dog-in-the-manger-like—that it shall not be in Chatham.

In February, 1875, when Mr. Gibson was building the road and Mr. Call was President of the bogus Valley Railway Company at Newcastle for the purpose of preventing him—the latter who Mr. Call presented his protest against the Government contracting "with any other company" to build the road, he was given the right to build a mile, or over \$600,000 in all. That subsidy was available up to 1882, when Mr. Adams and others reduced it to \$3,000 a mile and cut Chatham out of the Act by legislation. What is the position now? There are only seventy miles of the road left to be built, and the \$3,000 a mile is only available for the Valley road—\$210,000 from the Local and \$102,000 from the Dominion Government. The Advocate now tells us that this bogus company, which could not build the road because the subsidy of \$300,000 was insufficient, was to be built up to 1882, and that it covered that it could get only \$132,000! Could anything be more absurd and childish—more of a piece with the workings of these gentlemen for the last eight years?

The Advocate says, also, that if the road is built by the route by Messrs. Gibson, Pickard, Muirhead and their associates "a district extending something over one hundred miles" will be left "isolated to a considerable extent, communication having to be maintained in the old-fashioned way." This is an entirely untrue statement, and is a misrepresentation, and an insinuation, from Bartholomew River all along the Valley and to Fredericton, the road will be built over precisely the route which Messrs. Call, Swim and "John Miller"—whoever he may be—pretend they are going to build it. The only difference will be in the 17 miles between Bartholomew River and the Intercolonial.

The Advocate puts words into the mouth of an imaginary "Nelson man" and makes him say to his editor— "The Newcastle people have the advantage of them. Whatever may be the result of the proposed change, your side of the river is the best, because it will furnish the greatest amount of employment for the valley. It is also said that the Messrs. Fairley & Wilson will send their deals to the nearest shipping point by this road, for the reason that the Messrs. Fairley & Wilson at Blackville, which would contribute largely to the traffic of the railway." It is also said that the Messrs. Fairley & Wilson will send their deals to the nearest shipping point by this road, for the reason that the Messrs. Fairley & Wilson at Blackville, which would contribute largely to the traffic of the railway." It is also said that the Messrs. Fairley & Wilson will send their deals to the nearest shipping point by this road, for the reason that the Messrs. 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