

CHRISTMAS 1897.

The Salter
Brick Store

Extends Greetings to Everybody
Accompanied with the Information that its Stock of Staple, General Merchandise is Up-to-Date and of the Highest Standard for Variety, Volume and Value, as the past has proved. The PRICES are in keeping with the Custom that prevails at the

CHRISTMAS SEASON.

JNO. FERGUSON.

BARKERS' BARKERS'

HOLIDAY PRESENTS FOR EVERYBODY.

Goods the PEOPLE Want. Prices the PEOPLE Like.

The Beautiful, The Ornamental,
The Useful are all HERE.

Were we to advertise the thousands of articles suitable for X'mas presents we are offering, no newspaper would be large enough to contain the list.

The latest in X'mas Cards, Booklets, Books,
Calendars, Games and Fancy Goods.

Our Raisins and Currants, Peels, and Confectionery are all New and Fresh.

Good mixed candy,	5c per lb.
Assorted candy,	7c, 4 lbs. for 25c.
Bark's "	9c, 3 " 25c.
New Valencia Raisins,	5c per lb.
Best New Currants,	5c "
5 lb Box Chocolates,	60c
Best Leg Horn Citron,	17c per lb.
" New Lemon Peel,	15c per lb.
" " Orange "	15c "

A FREE

Gramophone Concert

given each evening. Be sure and hear this wonderful invention.

A Visit will convince you that our Goods and Prices are Right.

BARKERS' WHITE STORE.

Newcastle, December 14th.

The Union Advocate

Established 1867.

NEWCASTLE, MIRAMICHI, N. B.

WEDNESDAY, Dec 15, 1897.

Newcastle Societies.

MEET AS FOLLOWS:

NORTHUMBERLAND LODGE NO. 17 A. F. & A. M., in the Lodge rooms on the evening of the second Tuesday of each month at 7.30 o'clock.

NEWCASTLE DIVISION NO. 45 S. of T., in the Temperance Hall every Thursday evening at 8 o'clock.

GOWER MURRAY LODGE NO. 165 I. O. F. in their rooms, Masonic Hall, on the evening of the fourth Tuesday of each month at 8 o'clock.

DORBY.

COURT HARRY BENTLEY NO. 150 I. O. F., in Foresters' Hall, Dorby, on the 3rd Thursday of each month at 7.30 o'clock.

Editorial Notes.

The trial of the Windsor fire-bugs, Fletcher and McIntyre, began at Kentville, N. S., on Wednesday last.

Late American despatches announce that Mrs. Mary McKinley, mother of the President, died early on Sunday morning at Canton, Ohio.

At the University Medical dinner at Toronto on the night of Thursday last, Hon. Edward Blake announced that he would never return to Canadian public life.

The German Ruchtag has only been in session a few days, but short as the time has been the members have had several warm debates. A number of the members have severely criticised the government's foreign policy, and the Socialists have denounced the expedition to China.

There is great excitement in Cape Breton over the impending closing down of the Victoria and Gower Mines. As the closing of these mines will throw over a thousand persons out of home, employment and means of living, a writer in the North Sydney Herald characterizes it as bringing the county of Cape Breton face to face with a crisis the like of which is unknown in its past history.

If we are to believe what we read in late exchanges, the annexation of Hawaii to the United States is not the popular measure that some of the American papers would lead us to infer. Not only are the Democratic and non-political journals opposed to it, but of late the more independent class of the Republican papers have come out and taken a strong stand against the treaty being ratified. Although it is not likely that they will be successful in preventing its ratification, it is evident that the treaty will not have a walk over.

Late despatches from Ottawa say that the Dominion government will hold their first full meeting for months on the 14th.

The despatch says:—Among other things to come before the Cabinet will be the scheme to purchase the Canada Eastern to be run as part of the I. C. R. It is expected that by the end of the week the government will give a definite answer on this point. They should at any rate be able to do so.

A Davies, who has been appointed consulting engineer, general manager, and returned to Montreal after a tour of the principal locomotive building works in the country. His mission was to select a locomotive for a standard of the Intercolonial. He selected a machine built by the Baldwin works which now is in Montreal.

Mr. Davies says the Intercolonial stock will be put on a high plane of excellence and he expects as a result the express train will be able to maintain a speed of fifty miles an hour between Montreal and Halifax.

Sir Adolphe Chapleau's term of office as Lieutenant-Governor of Quebec expired on the 7th inst. and it is said that it is very likely that he will be reappointed for another term of five years.

Late despatches from Quebec say that if this rumor turns out to be correct it will cause a split in the Liberal ranks in that province. Some of the Liberal leaders go so far as to say that in spite of the Liberal party being in power at Ottawa, yet a small clique of ex-Tory politicians have all the say in running the affairs of the government.

Austria and Germany.

Late despatches from Austria and Germany lead us to infer that these two countries are hovering on the verge of civil war. The difficulties in the country are owing to differences in the Austrian Parliament between the members of the different races of which that dual empire is composed.

If the people are aroused and the fighting spirit takes hold upon them, the patch work empire of Francis Joseph would, in the course of a very short time, be torn to pieces. The only way to prevent it as they are as composite as the people. No German soldier would shoot a German who is struggling for a race ideal, and no Hungarian hussar would ride down and snuff a Magyar who is trying to preserve Hungarian influence from German eclipse. The Emperor knows well that this is the disposition of his army, and he also knows that the most suicidal course he could pursue would be to call upon it to put down a race revolt. It would be the beginning of the break up of the Austrian Kingdom. The difficulties in the last is owing solely to Emperor William, who is a firm believer and wishes to carry out the old exploded doctrine of the divine right of Sovereigns to depose rulers and govern the country over which they have been called to reign. To this the German people dissent owing to their being firm believers in the theory that the government of a country should be in accordance with the well understood wishes of its people. This is where the ruler and the ruled differ, and as both are bound not to give way, it is not at all unlikely that before long the German people will have to fight the same battle that the English fought with Charles First. It is said that one of the principal reasons that caused the Bourbons to lose the throne of France, was that they never forgot anything nor learned anything. Emperor William appears to be afflicted with the same disease, as notwithstanding all the experience he has had as a ruler, he has not yet learned how and in what way to make himself popular with his people. Perhaps he imagines that if trouble arises between himself and the German people, that he has at his back the immense standing army of the Empire who will be ready and willing to obey his orders while he despotically rules the country. He, however, forgets that this same army has been recruited from the ranks of the German people and in all likelihood its rank and file are imbued with the same views and opinions as their countrymen, who are taxed to support them. The German Imperial Parliament is at present in session and if late telegrams are to

The President's Message.

President McKinley's message to the 55th Congress of the United States, so far as it refers to foreign powers, is an eminently pacific one, as he says that "peace and good will with all the nations of the world are the objects of our policy."

He refers to the tariff question and advises that the tariff question be enacted in amendment of that passed at the extra session in July.

Upon the currency question he very strongly urges upon Congress the necessity of strong laws. To do this, he recommends that the National Banks of the country be required to redeem their notes in gold.

In referring to the Cuban question, he designates it as the most difficult problem in the foreign relations of the United States.

He also says, after reviewing the correspondence between the Governments of Spain and the United States regarding the war in Cuba, that the honor of the United States should be afforded every opportunity to carry out the humane policy it has recently adopted towards quelling the insurrection by maintaining the liberties of the Cuban people. He next refers to the treaty that has been drawn up for the incorporation of the Hawaiian Islands to the United States and recommends that it be favorably considered by Congress.

He briefly referred to the sealing conference recently held in Washington.

After saying that it had successful results, he announced that negotiations were in progress, the result, he hoped to be able to report to Congress at an early day.

A number of other questions are referred to, but, with the exception of the principle of arbitration which he endorses and recommends to Congress, they are not of special importance to the people of Canada.

Late English despatches say that the London papers devote considerable space to criticizing the message. The Morning Post, after paying a tribute to the President's "fine sense of duty and sense of domestic trouble in sending the message at the appointed hour," says:—"The message is a masterpiece of brevity and effort, less straightforward and less calculated to set class against class than the magnified policy of the last session. On the Cuban question the President is vague and diffuse, but studiously correct. Cuban matters, however, are unimportant as compared with the grave issue of domestic affairs. The big question of the day is the tariff on the ground of home politics and finance."

The editorial specially praises President McKinley's treatment of the currency question.

Mr. Blair Visits Chatham.

The Hon. Andrew G. Blair, Minister of Railways, arrived at Chatham on the evening of Monday last, and was the guest of the Chatham and Amherst Association.

We learn that he received a cordial and hearty welcome from citizens of all shades of politics.

On the evening of Monday, the Town Council met and drew up the following resolutions, which were adopted:

Resolved, that the Mayor, Mayor W. W. and presented to the distinguished visitor in the presence of a large number of the leading citizens in the Temperance Hall on the afternoon of Tuesday.

The Hon. Andrew G. Blair, Minister of Railways and Canals for the Dominion of Canada.

Sir—The Mayor and Town Council of the Town of Chatham, on behalf of its citizens, beg to extend to you a cordial welcome as the representative of the Province of New Brunswick in the Dominion of Canada.

Without desiring, in any way, that our welcome should be viewed in a party sense, we are glad to have the opportunity of expressing our admiration of your qualifications as a political leader and statesman, as well as of your ability as a director not only of public affairs generally, but also in matters of detail which are inseparable from departmental administration.

During your leadership of the local government, you have been largely supported in the northern portion of the province by representative men and members of both Dominion parties, and it therefore seems most fitting that we should approach you on this occasion with the cordiality and confidence which are suggested by those old associations.

We felt, when you were called by the government of Canada from the leadership of the provincial government to the position of Minister of Railways and Canals, that it was a just recognition of your prominence amongst the leading public men of the Dominion, and a guarantee that the interests of New Brunswick in particular would be safeguarded.

Before the time you have been Minister of Railways and Canals we have observed with satisfaction that your efforts have been directed towards the extension and improvement of the Canal and Railway systems, which are such important factors in the development of the trade and commerce of Canada, and that you have done great service to the country through your general and as well as the encouragement of local enterprise, in securing for the two principal parts of the Maritime provinces a just recognition of their claims as termini of Canada's trans-Atlantic traffic, in preference to those outside of our own country.

We desire, in every way to strengthen your hands in the extension of the Government Railway system, and we believe that in proportion as business and commercial principles are applied in its development, the diversion therefrom of political considerations, the country will be benefited.

We have noted, with ever-increasing interest, discussions and statements in the press and elsewhere respecting the probability of the extension of the railway company being desirous of disposing of their important assets to the Dominion.

The connection of Chatham and other important centres of the Maritime provinces on the Miramichi river with the city of Fredericton in the centre of the province of New Brunswick, and the connection between the northern and central sections of the province, terminating in the political capital and commerce of the Dominion, is a matter of great importance to the people of this section.

In the extension of our national railway system, we are glad to have the opportunity of expressing our admiration of your qualifications as a political leader and statesman, as well as of your ability as a director not only of public affairs generally, but also in matters of detail which are inseparable from departmental administration.

During your leadership of the local government, you have been largely supported in the northern portion of the province by representative men and members of both Dominion parties, and it therefore seems most fitting that we should approach you on this occasion with the cordiality and confidence which are suggested by those old associations.

We felt, when you were called by the government of Canada from the leadership of the provincial government to the position of Minister of Railways and Canals, that it was a just recognition of your prominence amongst the leading public men of the Dominion, and a guarantee that the interests of New Brunswick in particular would be safeguarded.

Before the time you have been Minister of Railways and Canals we have observed with satisfaction that your efforts have been directed towards the extension and improvement of the Canal and Railway systems, which are such important factors in the development of the trade and commerce of Canada, and that you have done great service to the country through your general and as well as the encouragement of local enterprise, in securing for the two principal parts of the Maritime provinces a just recognition of their claims as termini of Canada's trans-Atlantic traffic, in preference to those outside of our own country.

We desire, in every way to strengthen your hands in the extension of the Government Railway system, and we believe that in proportion as business and commercial principles are applied in its development, the diversion therefrom of political considerations, the country will be benefited.

We have noted, with ever-increasing interest, discussions and statements in the press and elsewhere respecting the probability of the extension of the railway company being desirous of disposing of their important assets to the Dominion.

The connection of Chatham and other important centres of the Maritime provinces on the Miramichi river with the city of Fredericton in the centre of the province of New Brunswick, and the connection between the northern and central sections of the province, terminating in the political capital and commerce of the Dominion, is a matter of great importance to the people of this section.

In the extension of our national railway system, we are glad to have the opportunity of expressing our admiration of your qualifications as a political leader and statesman, as well as of your ability as a director not only of public affairs generally, but also in matters of detail which are inseparable from departmental administration.

During your leadership of the local government, you have been largely supported in the northern portion of the province by representative men and members of both Dominion parties, and it therefore seems most fitting that we should approach you on this occasion with the cordiality and confidence which are suggested by those old associations.

We felt, when you were called by the government of Canada from the leadership of the provincial government to the position of Minister of Railways and Canals, that it was a just recognition of your prominence amongst the leading public men of the Dominion, and a guarantee that the interests of New Brunswick in particular would be safeguarded.

Before the time you have been Minister of Railways and Canals we have observed with satisfaction that your efforts have been directed towards the extension and improvement of the Canal and Railway systems, which are such important factors in the development of the trade and commerce of Canada, and that you have done great service to the country through your general and as well as the encouragement of local enterprise, in securing for the two principal parts of the Maritime provinces a just recognition of their claims as termini of Canada's trans-Atlantic traffic, in preference to those outside of our own country.

We desire, in every way to strengthen your hands in the extension of the Government Railway system, and we believe that in proportion as business and commercial principles are applied in its development, the diversion therefrom of political considerations, the country will be benefited.

We have noted, with ever-increasing interest, discussions and statements in the press and elsewhere respecting the probability of the extension of the railway company being desirous of disposing of their important assets to the Dominion.

The connection of Chatham and other important centres of the Maritime provinces on the Miramichi river with the city of Fredericton in the centre of the province of New Brunswick, and the connection between the northern and central sections of the province, terminating in the political capital and commerce of the Dominion, is a matter of great importance to the people of this section.

In the extension of our national railway system, we are glad to have the opportunity of expressing our admiration of your qualifications as a political leader and statesman, as well as of your ability as a director not only of public affairs generally, but also in matters of detail which are inseparable from departmental administration.

During your leadership of the local government, you have been largely supported in the northern portion of the province by representative men and members of both Dominion parties, and it therefore seems most fitting that we should approach you on this occasion with the cordiality and confidence which are suggested by those old associations.

We felt, when you were called by the government of Canada from the leadership of the provincial government to the position of Minister of Railways and Canals, that it was a just recognition of your prominence amongst the leading public men of the Dominion, and a guarantee that the interests of New Brunswick in particular would be safeguarded.

Before the time you have been Minister of Railways and Canals we have observed with satisfaction that your efforts have been directed towards the extension and improvement of the Canal and Railway systems, which are such important factors in the development of the trade and commerce of Canada, and that you have done great service to the country through your general and as well as the encouragement of local enterprise, in securing for the two principal parts of the Maritime provinces a just recognition of their claims as termini of Canada's trans-Atlantic traffic, in preference to those outside of our own country.

We desire, in every way to strengthen your hands in the extension of the Government Railway system, and we believe that in proportion as business and commercial principles are applied in its development, the diversion therefrom of political considerations, the country will be benefited.

We have noted, with ever-increasing interest, discussions and statements in the press and elsewhere respecting the probability of the extension of the railway company being desirous of disposing of their important assets to the Dominion.

The connection of Chatham and other important centres of the Maritime provinces on the Miramichi river with the city of Fredericton in the centre of the province of New Brunswick, and the connection between the northern and central sections of the province, terminating in the political capital and commerce of the Dominion, is a matter of great importance to the people of this section.

In the extension of our national railway system, we are glad to have the opportunity of expressing our admiration of your qualifications as a political leader and statesman, as well as of your ability as a director not only of public affairs generally, but also in matters of detail which are inseparable from departmental administration.

During your leadership of the local government, you have been largely supported in the northern portion of the province by representative men and members of both Dominion parties, and it therefore seems most fitting that we should approach you on this occasion with the cordiality and confidence which are suggested by those old associations.

We felt, when you were called by the government of Canada from the leadership of the provincial government to the position of Minister of Railways and Canals, that it was a just recognition of your prominence amongst the leading public men of the Dominion, and a guarantee that the interests of New Brunswick in particular would be safeguarded.

Before the time you have been Minister of Railways and Canals we have observed with satisfaction that your efforts have been directed towards the extension and improvement of the Canal and Railway systems, which are such important factors in the development of the trade and commerce of Canada, and that you have done great service to the country through your general and as well as the encouragement of local enterprise, in securing for the two principal parts of the Maritime provinces a just recognition of their claims as termini of Canada's trans-Atlantic traffic, in preference to those outside of our own country.

We desire, in every way to strengthen your hands in the extension of the Government Railway system, and we believe that in proportion as business and commercial principles are applied in its development, the diversion therefrom of political considerations, the country will be benefited.

We have noted, with ever-increasing interest, discussions and statements in the press and elsewhere respecting the probability of the extension of the railway company being desirous of disposing of their important assets to the Dominion.

The connection of Chatham and other important centres of the Maritime provinces on the Miramichi river with the city of Fredericton in the centre of the province of New Brunswick, and the connection between the northern and central sections of the province, terminating in the political capital and commerce of the Dominion, is a matter of great importance to the people of this section.

In the extension of our national railway system, we are glad to have the opportunity of expressing our admiration of your qualifications as a political leader and statesman, as well as of your ability as a director not only of public affairs generally, but also in matters of detail which are inseparable from departmental administration.

During your leadership of the local government, you have been largely supported in the northern portion of the province by representative men and members of both Dominion parties, and it therefore seems most fitting that we should approach you on this occasion with the cordiality and confidence which are suggested by those old associations.

We felt, when you were called by the government of Canada from the leadership of the provincial government to the position of Minister of Railways and Canals, that it was a just recognition of your prominence amongst the leading public men of the Dominion, and a guarantee that the interests of New Brunswick in particular would be safeguarded.

Before the time you have been Minister of Railways and Canals we have observed with satisfaction that your efforts have been directed towards the extension and improvement of the Canal and Railway systems, which are such important factors in the development of the trade and commerce of Canada, and that you have done great service to the country through your general and as well as the encouragement of local enterprise, in securing for the two principal parts of the Maritime provinces a just recognition of their claims as termini of Canada's trans-Atlantic traffic, in preference to those outside of our own country.

We desire, in every way to strengthen your hands in the extension of the Government Railway system, and we believe that in proportion as business and commercial principles are applied in its development, the diversion therefrom of political considerations, the country will be benefited.

We have noted, with ever-increasing interest, discussions and statements in the press and elsewhere respecting the probability of the extension of the railway company being desirous of disposing of their important assets to the Dominion.

The connection of Chatham and other important centres of the Maritime provinces on the Miramichi river with the city of Fredericton in the centre of the province of New Brunswick, and the connection between the northern and central sections of the province, terminating in the political capital and commerce of the Dominion, is a matter of great importance to the people of this section.

In the extension of our national railway system, we are glad to have the opportunity of expressing our admiration of your qualifications as a political leader and statesman, as well as of your ability as a director not only of public affairs generally, but also in matters of detail which are inseparable from departmental administration.

During your leadership of the local government, you have been largely supported in the northern portion of the province by representative men and members of both Dominion parties, and it therefore seems most fitting that we should approach you on this occasion with the cordiality and confidence which are suggested by those old associations.

We felt, when you were called by the government of Canada from the leadership of the provincial government to the position of Minister of Railways and Canals, that it was a just recognition of your prominence amongst the leading public men of the Dominion, and a guarantee that the interests of New Brunswick in particular would be safeguarded.

Before the time you have been Minister of Railways and Canals we have observed with satisfaction that your efforts have been directed towards the extension and improvement of the Canal and Railway systems, which are such important factors in the development of the trade and commerce of Canada, and that you have done great service to the country through your general and as well as the encouragement of local enterprise, in securing for the two principal parts of the Maritime provinces a just recognition of their claims as termini of Canada's trans-Atlantic traffic, in preference to those outside of our own country.

We desire, in every way to strengthen your hands in the extension of the Government Railway system, and we believe that in proportion as business and commercial principles are applied in its development, the diversion therefrom of political considerations, the country will be benefited.

We have noted, with ever-increasing interest, discussions and statements in the press and elsewhere respecting the probability of the extension of the railway company being desirous of disposing of their important assets to the Dominion.

The connection of Chatham and other important centres of the Maritime provinces on the Miramichi river with the city of Fredericton in the centre of the province of New Brunswick, and the connection between the northern and central sections of the province, terminating in the political capital and commerce of the Dominion, is a matter of great importance to the people of this section.

In the extension of our national railway system, we are glad to have the opportunity of expressing our admiration of your qualifications as a political leader and statesman, as well as of your ability as a director not only of public affairs generally, but also in matters of detail which are inseparable from departmental administration.

During your leadership of the local government, you have been largely supported in the northern portion of the province by representative men and members of both Dominion parties, and it therefore seems most fitting that we should approach you on this occasion with the cordiality and confidence which are suggested by those old associations.

We felt, when you were called by the government of Canada from the leadership of the provincial government to the position of Minister of Railways and Canals, that it was a just recognition of your prominence amongst the leading public men of the Dominion, and a guarantee that the interests of New Brunswick in particular would be safeguarded.

Before the time you have been Minister of Railways and Canals we have observed with satisfaction that your efforts have been directed towards the extension and improvement of the Canal and Railway systems, which are such important factors in the development of the trade and commerce of Canada, and that you have done great service to the country through your general and as well as the encouragement of local enterprise, in securing for the two principal parts of the Maritime provinces a just recognition of their claims as termini of Canada's trans-Atlantic traffic, in preference to those outside of our own country.

We desire, in every way to strengthen your hands in the extension of the Government Railway system, and we believe that in proportion as business and commercial principles are applied in its development, the diversion therefrom of political considerations, the country will be benefited.

We have noted, with ever-increasing interest, discussions and statements in the press and elsewhere respecting the probability of the extension of the railway company being desirous of disposing of their important assets to the Dominion.

The connection of Chatham and other important centres of the Maritime provinces on the Miramichi river with the city of Fredericton in the centre of the province of New Brunswick, and the connection between the northern and central sections of the province, terminating in the political capital and commerce of the Dominion, is a matter of great importance to the people of this section.

In the extension of our national railway system, we are glad to have the opportunity of expressing our admiration of your qualifications as a political leader and statesman, as well as of your ability as a director not only of public affairs generally, but also in matters of detail which are inseparable from departmental administration.

During your leadership of the local government, you have been largely supported in the northern portion of the province by representative men and members of both Dominion parties, and it therefore seems most fitting that we should approach you on this occasion with the cordiality and confidence which are suggested by those old associations.

We felt, when you were called by the government of Canada from the leadership of the provincial government to the position of Minister of Railways and Canals, that it was a just recognition of your prominence amongst the leading public men of the Dominion, and a guarantee that the interests of New Brunswick in particular would be safeguarded.

Before the time you have been Minister of Railways and Canals we have observed with satisfaction that your efforts have been directed towards the extension and improvement of the Canal and Railway systems, which are such important factors in the development of the trade and commerce of Canada, and that you have done great service to the country through your general and as well as the encouragement of local enterprise, in securing for the two principal parts of the Maritime provinces a just recognition of their claims as termini of Canada's trans-Atlantic traffic, in preference to those outside of our own country.

We desire, in every way to strengthen your hands in the extension of the Government Railway system, and we believe that in proportion as business and commercial principles are applied in its development, the diversion therefrom of political considerations, the country will be benefited.

We have noted, with ever-increasing interest, discussions and statements in the press and elsewhere respecting the probability of the extension of the railway company being desirous of disposing of their important assets to the Dominion.

The connection of Chatham and other important centres of the Maritime provinces on the Miramichi river with the city of Fredericton in the centre of the province of New Brunswick, and the connection between the northern and central sections of the province, terminating in the political capital and commerce of the Dominion, is a matter of great importance to the people of this section.

In the extension of our national railway system, we are glad to have the opportunity of expressing our admiration of your qualifications as a political leader and statesman, as well as of your ability as a director not only of public affairs generally, but also in matters of detail which are inseparable from departmental administration.

During your leadership of the local government, you have been largely supported in the northern portion of the province by representative men and members of both Dominion parties, and it therefore seems most fitting that we should approach you on this occasion with the cordiality and confidence which are suggested by those old associations.

We felt, when you were called by the government of Canada from the leadership of the provincial government to the position of Minister of Railways and Canals, that it was a just recognition of your prominence amongst the leading public men of the Dominion, and a guarantee that the interests of New Brunswick in particular would be safeguarded.

Before the time you have been Minister of Railways and Canals we have observed with satisfaction that your efforts have been directed towards the extension and improvement of the Canal and Railway systems, which are such important factors in the development of the trade and commerce of Canada, and that you have done great service to the country through your general and as well as the encouragement of local enterprise, in securing for the two principal parts of the Maritime provinces a just recognition of their claims as termini of Canada's trans-Atlantic traffic, in preference to those outside of our own country.

We desire, in every way to strengthen your hands in the extension of the Government Railway system, and we believe that in proportion as business and commercial principles are applied in its development, the diversion therefrom of political considerations, the country will be benefited.

We have noted, with ever-increasing interest, discussions and statements in the press and elsewhere respecting the probability of the extension of the railway company being desirous of disposing of their important assets to the Dominion.

The connection of Chatham and other important centres of the Maritime provinces on the Miramichi river with the city of Fredericton in the centre of the province of New Brunswick, and the connection between the northern and central sections of the province, terminating in the political capital and commerce of the Dominion, is a matter of great importance to the people of this section.

In the extension of our national railway system, we are glad to have the opportunity of expressing our admiration of your qualifications as a political leader and statesman, as well as of your ability as a director not only of public affairs generally, but also in matters of detail which are inseparable from departmental administration.

The Union Advocate

Established 1867.

NEWCASTLE, MIRAMICHI, N. B.

WEDNESDAY, Dec 15, 1897.

Newcastle Societies.

MEET AS FOLLOWS:

NORTHUMBERLAND LODGE NO. 17 A. F. & A. M., in the Lodge rooms on the evening of the second Tuesday of each month at 7.30 o'clock.

NEWCASTLE DIVISION NO. 45 S. of T., in the Temperance Hall every Thursday evening at 8 o'clock.

GOWER MURRAY LODGE NO. 165 I. O. F. in their rooms, Masonic Hall, on the evening of the fourth Tuesday of each month at 8 o'clock.

DORBY.

COURT HARRY BENTLEY NO. 150 I. O. F., in Foresters' Hall, Dorby, on the 3rd Thursday of each month at 7.30 o'clock.

Editorial Notes.

The trial of the Windsor fire-bugs, Fletcher and McIntyre, began at Kentville, N. S., on Wednesday last.

Late American despatches announce that Mrs. Mary McKinley, mother of the President, died early on Sunday morning at Canton, Ohio.

At the University Medical dinner at Toronto on the night of Thursday last, Hon. Edward Blake announced that he would never return to Canadian public life.

The German Ruchtag has only been in session a few days, but short as the time has been the members have had several warm debates. A number of the members have severely criticised the government's foreign policy, and the Socialists have denounced the expedition to China.

There is great excitement in Cape Breton over the impending closing down of the Victoria and Gower Mines. As the closing of these mines will throw over a thousand persons out of home, employment and means of living, a writer in the North Sydney Herald characterizes it as bringing the county of Cape Breton face to face with a crisis the like of which is unknown in its past history.

If we are to believe what we read in late exchanges, the annexation of Hawaii to the United States is not the popular measure that some of the American papers would lead us to infer. Not only are the Democratic and non-political journals opposed to it, but of late the more independent class of the Republican papers have come out and taken a strong stand against the treaty being ratified. Although it is not likely that they will be successful in preventing its ratification, it is evident that the treaty will not have a walk over.

Late despatches from Ottawa say