## General Business.

# IN STOCK

and ARRIVING at the

## Fish Warehouse,

PUBLIC WHARF,

NEWCASTLE.

50 Brls. Heavy Mess Pork;
50 " Plate and Extra Mess Beef;
50 Tubs Lard;
50 Brls. and boxes Rankine's Biscuits;
100 Brls. Refined Sugars;
100 Boxes Raisins;
100 " Soap;
100 Kegs Nails;
100 Dozen Brooms;
100 Boxes and caddies McDonald and Adams' TOBACCOS, Mariners, Imperial, Napoleon, Little Sargeant. Black Bird, Prince of Wales, Bird's Eye, and Brunette;
150 Half-chests TEA;
50 Caddies "
20 Tubs BUTTER;
20 Puncheons MOLASSES;
20 Kegs SODA;

**CHOICE BRANDS.**

Superior Extra Strong.

BAKERS AND

PATENT FLOUR,

**CORNMEAL & OATMEAL,**

—AT—

Lowest Wholesale Rates.

JOHN McLAGGAN.

July 11, 1883.

**FINE**

**CHAMPAGNE,**

**BRAND "MIRAMICHI."**

PERSONALLY SELECTED.

**WHOLESALE ONLY.**

T. WILLIAM BELL & CO.
Ferguson Building
Dock St.,
St. John, N. B

**PORK,**
**Beans and Beef.**

200 barrels Pork and Beef.
200 sacks Beans.
150 tubs Lard.
500 boxes V. Raisins.
210 barrels Sugar.
600 packages Tea.
350 packages Tobacco.
250 cases Canned Goods.
100 boxes Cheese.

Baking Soda, Mops, Rice, Pickles, Spices, Cream Tartar, Pails, Brooms, Matches, Washboards and Brushes.

—For sale by—

C. M. BOSTWICK & CO.,
7 Water Street, St. John.

# REAL ESTATE

AT AUCTION.

There will be sold at public auction, on **WEDNESDAY**, the **26TH DAY OF SEPTEMBER NEXT**, at eleven o'clock in the forenoon, in front of the Court House in Bathurst, in the County of Gloucester, for payment of the debts of James Mullin, late of Bathurst, in the County aforesaid, merchant, deceased, in consequence of a deficiency of the personal estate of the deceased for that purpose, pursuant to License obtained from the Judge of Probates in and for the said County:

**ALL THAT LOT OF LAND**

situate on the north side of St. Patrick Street, with dwelling and outhouses thereon, at present occupied by F. Meehan, Esq.

Also, A LOT OF LAND, adjoining the above, with dwelling, barn and outhouses thereon, at present occupied by A. M. Fraser, Esq.

Also, another piece or parcel of land, situate in Ardeville, in the said Parish of Bathurst.

TERMS AT SALE.

K. F. BURNS,
Administrator.

# LIVERY STABLE.

THE SUBSCRIBER has opened a

LIVERY STABLE

in the corner premises adjoining the residence of Dr. J. S. Benson, where he is prepared to furnish teams, with or without drivers, for short or long journeys, on the most reasonable terms.

Horses taken to board by the day, week, or season.

Passengers and luggage conveyed to and from the Railway Station or boats at all hours.

JOHN A. WARD.

# NOTICE.

PUBLIC Notice is hereby given that a Patent has been obtained by the Patentees from the Commissioner of Patents for the Dominion of Canada, for the invention called the "Chatham Soldering Furnace" and the same can only be purchased from them, and all persons are hereby cautioned against infringing on said Patent and from using or manufacturing said Furnace without authority from us.

JOHN SHANK
RICHARD BURBRIDGE } Patentees.



## Miramichi Advance.

CHATHAM, - - - - SEPTEMBER 6, 1883.


### The Exhibition.

The Centennial Exhibition, which is to open at St. John on Tuesday 2nd October, will, probably, be the largest and best ever held in the Maritime Provinces. It is a Dominion Exhibition and will, no doubt, be a means of doing much good in the way of showing what a splendid country we have. Its Centennial features will develop a realistic idea of the great progress this Province has made since the settlement of St. John and make a favorable comparative showing with any Province in the Dominion. It will give heart and tone to the aspirations of our people in the race of industrial, artistic, social and moral progress. It will also convey to outsiders a just conception of what the country can do, and be a means of especially assisting us in extending our business relationships, which, after all, is the chief foundation on which the progress of any country rests. All who can do so should devote the first week of October to St. John and the especial attractions it will offer during that period.

### Outside Designs on Kent County.

The *Sun*, in an article on the resignation of Mr. Girouard, M. P. for Kent and the practical abandonment of Westmorland by Mr. P. A. Landry, M. P. P. with a view of being elected to the House of Commons in Mr. Girouard's place, endeavors so convey the impression that everything is arranged "on the best and surest foundation" in both Counties—and, indeed, all over the Province—for the ultra wing of the Tory party. Its praise of Mr. Landry indicates that he is the choice for Kent of the *Sun* and its managers in St. John, and it assumes that those industrious promoters of their party's plans will have no trouble in wheeling Kent into line for the support of their candidate. In fact, it prophesies "an overwhelming majority" for Mr. Landry and thus instructs all other aspirants for the position which the "diligent and careful" Mr. Girouard has vacated to stand back. Mr. Landry is, undoubtedly, very well qualified to discharge the duties of the position to which the *Sun* nominates him, but, at the same time, he has no particular claim on Kent. What special interest has he ever manifested in the affairs of that County, unconnected with the promotion of his own personal and political welfare? What has he done to assist her people in the development of her material resources—to feed them and their families and make them contented with their lot. Has he, in the past, used the public positions to which he attained as much by playing upon the prejudices of race as by his own merits, to promote the well-being of those in Kent to whom the *Sun* now sends him to appeal for further promotion? As a matter of fact he has been neither good nor bad, so far as Kent is concerned, and that County will manifest very little native pride should she pass over a number of her own citizens as unfit to represent her at Ottawa and accept the outside nominee of a cotorie of St. John and Ottawa political wire-pullers. For Mr. Landry, personally, we have every respect—as much as we have for any of the gentlemen resident in and identified with Kent interests who might be chosen—but we believe no County can be well-served by the mere professional politician who goes for election to any constituency that he thinks will accept him and is ready to abandon it as soon as he can better himself. The North Shore Counties are not wanting in men to represent their interests, as able as any that outside politicians may select for them and we hope Kent will protest intelligently and successfully against the outside influences which are being brought to bear on her, not for her own interests, but in order that she may be used for the promotion of undesirable party designs.

### The Valley Railway.

The Bloomfield, Miramichi, correspondent of the York *Gleaner* says,—

The Miramichi Valley Settlement is one of the oldest in the Province. It has been inhabited by the pale faces for more than a hundred years, but still we are without any railway accommodation, and have no available market for the farmers. We are greatly to blame for being so far behind all other important places in the Province. We never tried for a railroad by petitioning the governments for subsidies, and in fact we never took many legitimate steps to make this great want known, but would content ourselves by grumbling to each other. Those who were too enterprising to bear with the old truck-cart system would seek new homes in the United States, where thousands of Miramichi people may be seen to-day. The people stand more in need of a railroad now than they did in years gone by, for the best raft or pine timber has floated down this river long ere now and the spruce logs are fast giving out. Eighty-five per cent of the spruce lands have been worked over once, and about twenty-five per cent. gone over the second time, taking the saplings down as small as nine inches. Many of the lumbermen will have to abandon the spruce logging business altogether.

But the Miramichi forests contain an inexhaustible quantity of lumber, such as would be suitable for shingles, clapboards and sleepers, and good mill privileges on the brooks suitable for clapboard and shingle mills.

Now, all this lumber together with the large amount of hemlock and hardwood is quite worthless to us at present, because we have no way of sending this kind of lumber to market. But if we had a railroad our lumbermen would engage in this business, which would likely prove to be as paying a business as the spruce logs have been heretofore.

The people of the whole of the Miramichi Valley are alive to the importance of the railway, and it seems strange that Messrs. Call, Adams, Park, Davidson, Swim and other gentlemen who have considerable stake in the County and ought to be ready to advance its interests, should persist, as they do, in opposing construction by the only route available. But for the opposition of these gentlemen—their protests against the provision for the Nelson junction with the Intercolonial being restored to the Subsidies Act and their threats to oppose such restoration—the work would now be going on, affording employment to people all along the line, and thus, not only giving work to those who need it, but inspiring the people generally with a confidence in the country which many of them have almost lost. It is true that a survey is to be made in the vicinity of Bartholomew river and it is possible that construction may be commenced there soon, but with the influences of the gentlemen referred to in operation against the Company it would hardly be prudent to begin actual work at both Chatham Junction and Bartholomew River. Of course, much could be saved to the Company and very rapid progress could be made if construction were to go on from the Junction, for the rolling stock of the Branch could be utilized, but this is, apparently, what the Newcastle gentlemen are determined to prevent. How long they will continue their opposition cannot be determined. If it lasts until the next session of the Legislature they will be responsible for a full year's delay in the completion of the line to Bartholomew river, as contracts for a good deal of the material required, and which can only be procured in the winter, cannot be made at all this year if not made within about two months. The arguments in favor of avoiding the Wilson's Point terminus are so strong that there can be no reasonable doubt that they will cause both branches of the Legislature to readily assent to the necessary change in the Subsidies Act, and it would be far more patriotic for the Newcastle parties to accept the inevitable gracefully and remove the only barrier now in the way of a work, the securing of which has been far too long delayed.

### Hemlock Stumpage.

Enquiries come from different sections of Northumberland as well as other parts of the country in reference to the application of the stumpage regulations respecting hemlock. There is no ground, so far as we can read, for a misunderstanding on the subject, but some persons are under the impression that the sixty cents per M feet of logs, charged as bark stumpage, covers only the bark operation and that the logs are subject to an additional charge if used for lumber. This is erroneous, as the sixty cents covers the lumber cut, and the bark, as well as the log, becomes the property of the operator without additional charge.

It may be necessary to say, also, that the words "full contents" in the regulations are not to be interpreted as meaning the whole trunk of the tree from butt to top, but only the portion thereof as far up from the butt as can be peeled. "Full contents" means without allowance for shakes, knots, rot or other defects which would render a saw log unfit to make marketable lumber of, but it does not authorise or justify the scaling of the portion of the tree from which bark cannot be peeled or lumber sawn for market. Any scaler who interprets the regulations differently from the above ought to be at once reported to those who are in a position to set him right.

### The Storm Signals.

Cautionary storm signals were ordered up at Chatham on Wednesday evening and Thursday morning last, but there was no unusual disturbance here, save a strong gust of wind during Wednesday night. Not far from Chatham, to the east, however, there were great atmospheric disturbances, resulting in a heavy sea in the lower Bay. Reports from points further east show that there was a great storm. At North Sydney the gale is stated to have been equal in fury to the great storm of August 1873, but of shorter duration, and accompanied by heavy thunder and lightning. A large vessel was driven three miles up the harbor, and several small schooners received slight damage by collisions. The tide during the gale rose to the top of the wharves. A large number of houses were stripped of their shingles, and chimneys and fences were blown down in every direction. The tower of the new Catholic church, in course of construction, was blown down and completely destroyed, involving a loss to the contractor of about $800. One new building was moved bodily a foot from its foundation. A number of vessels are reported as having gone ashore and become total wrecks at Cow Bay. The breakwater at that place and wharves received considerable damage. Torrents of rain fell during the gale, swelling the streams to an unusual extent, washing out bridges and embankments. Telegraphic communication with outports was almost wholly suspended until Thursday on account of the prostration of the wires. One or two accidents to men on vessels at Cow Bay are reported, but no lives were lost as far as known. About a hundred fishermen however lost their lives on the banks, being caught out in their dories and unable to reach their vessels. Reports from points in western Nova Scotia show that the storm was very destructive there also.

Complaints are sometimes made of storm signals being displayed when no storm follows, but it will be seen that the Miramichi was just on the edge of the last great storm area and as the Meteorological office could not foretell exactly how far the disturbance would reach the ordering up of the cautionary signals was entirely justifiable.

The *Globe* says.—

Halifax advices represent that the gale was the heaviest August storm experienced in that region since the disastrous one of 1873. When at its heaviest, the wind, it is estimated, blew with a velocity of about 50 miles an hour. The steamer "Brantford City," which grounded two weeks ago at Little harbor, Shelborne, while on the passage from Halifax to Boston, had been lying in a favorable position to be taken off and brought to Halifax for repairs, but was rendered a total wreck. The "A. B. Crosby," a schooner of 198 tons register, which went on Half Moon rocks near Barrington several weeks ago, while bound from Cow Bay, C. B., with a cargo, of coal for Boston, was beaten to pieces, the broken hull being found on the beach Thursday morning. The vessel was owned by her captain, Sylvester Boudrot of Arichat, C. B., and was insured for $600 in Halifax offices. The schooner "Amos B.," Capt. Hansen, which arrived at St. Pierre, Miq., a few days ago from Boston, was driven ashore in the harbor. She is a vessel of 80 tons register, owned by Lewis C. Hart of Guysboro, N. S., and insured in Halifax for $2500. She is laden with general merchandise from Boston. The schooner "Maggie F." ran ashore in the harbor of Mainadieu, C. B., where she arrived several days ago from Halifax, and is reported to be a total loss. She was owned and commanded by Charles A. Martell of Mainadieu, and registered 91 tons. Telegraph wires to the eastward of Halifax were prostrated by the storm, and no intelligence has yet been received of the extent of the damage between Tangier and Canso. Reports from the latter place state that four schooners, the "Sea Gull," "Bell of the Bay," "Helen," and "May," and "Four Brothers," are ashore and all badly injured. The schooner "Lady Key," lying at Petit de Grat, parted her chains and was compelled to put to sea. She arrived at Canso next day with a spar in tow which had been picked up at sea, and is supposed to be the mizzenmast of some new brigantine.

### Awkward Organ-Grinding.

Some of the papers opposed to the Provincial Government are employed in the harmless pastime of reconstructing it. They are finding weak spots here and there and are, doubtless, very anxious that it should be strengthened. Everybody admits that these papers ought to be good authorities on either the single, double, compound, or back-action-reciprocating shuffle in cabinet-patching, and, being forced out of a position to do anything in the way of practical tinkering they ought not to be denied the cheap privilege of a theoretical exericise of their acquired accomplishments. The *Sun*, which heartily endorsed Mr. McLeod as Attorney-General, for instance, and could accept Mr. Hanington as leader of its pet Government says,—

There are signs in the provincial horizon, not a few, which point to the reconstruction of the Government and a redistribution of portfolios. Some small men have, by force of circumstances, been assigned to very heavy burdens, and grave disqualifying circumstances operate against the retention of office by others.

Then, as if to add bitterness to the cup of certain gentlemen who, in 1878, "jumped Jim Crow," the same paper refers to "a consuming office hunger" among adherents of the present Government. If the *Sun* were truly Tory it would "learn nothing and forget nothing," but, being a nondescript kind of affair in politics, it learns little and forgets much concerning the history of some of its greatest friends, the result being that it often causes them to wince when it imagines it is hitting the enemy.

MONCTON pokes $5,000 and a free site for necessary buildings under the nose of the Dominion Government, as an inducement for it to locate the proposed Military School there. Of course, the Monctonians will be dealt with as jokers in the matter.

HON. A. MACKENZIE sailed from Glasgow on 30th ult. on the *Circassian*. Before embarking he addressed the Greenock Chamber of Commerce. In the course of his speech he combatted Sir Alexander Galt's proposal to form a Federal union of the British Empire, and said that Canadians would never submit to have their domestic affairs legislated upon at Westminster. He also stated that the feeling in Canada was one of satisfaction generally with its existing relationship to the mother country.

DREADFUL CALAMITY.—The awful earthquake in the Java Islands, particulars of which are on the first page, is among the greatest in the history of such appalling events. Latest accounts place the loss of life at 100,000. The oceanic disturbance was so great as to send a wave of great height to the Pacific coast of America, and a similar wave is reported in the South Atlantic—both thousands of miles from the centre of the desolating outbreak. What a thought-arresting illustration is this of the power and grandeur of Nature's forces and the comparative weakness of man!


D. Sullivan, Malcolm, Ontario, writes: "I have been selling Dr. Thomas' Eclectric Oil for some years, and have no hesitation in saying that it has given better satisfaction than any other medicine I have ever sold. I consider it the only patent medicine that cures more than it is recommended to cure."


### Our Railways.

Mr. Habberley, of *Littell's Living Age*, Boston, has furnished a late number of the *Hyde Park Times* with a very interesting letter from this Province from which we clip the following: "The chief matter of interest which occupies the minds of the leading men is the extension of the railway system. The first line to be constructed is popularly known as the Miramichi Valley Railway. A company has been organized, stock subscribed for, and so forth, and the work is to be begun immediately. This will run from Gibson (practically Fredericton, Gibson being a village on the opposite bank of the river, which is yet unbridged) to Chatham, about one hundred miles, passing through the town of Stanley, Boiestown, Douglastown, ? and so forth, a thickly settled section of country, Stanley especially being a town of some considerable importance. From Chatham, by this new line, to St. John via, Fredericton and New Brunswick (formerly St. John & Maine) Railways, is only four miles longer than from Chatham to St. John via Intercolonial, while it reduces the distances between Chatham and this city nearly two-thirds. Another line—the Central—is projected; this will ran from Gibson and tap the Intercolonial at about Salisbury, near Moncton, opening up a new section of country and passing very near Grand Lake, in Queen's County. Following, or rather in close connection with, the foregoing—for it is all parts of one great plan—there will be still another new line, the Great Short Line. Starting at some point near Cape Breton, and connecting with the Intercolonial at terminus of Central (probably Salisbury), this will form a very important connecting link in the future great passageway, which may be called the overland route to Europe, for when the whole work is accompiished, connecting all the points from British Columbia across the continent in New Brunswick by the Canada Pacific, which will tap the New Brunswick Railway at Edmundston, thence to Gibson, thence via Central, to Salisbury, thence to Cape Breton and across Newfoundland by railway to port nearest Ireland, and you will have a steamship journey of some four days only. Without dwelling on the immense importance of this undertaking to the Canadians in the way of commerce, conveying the produce of the great Northwest to the consumers on the other side, and so forth, your readers will see at a glance what the effect will be in diverting the great stream of travel from its present course. All who fear seasickness, the timid, and others who for various reasons prefer a land journey to a steamship, will choose the shortest water way. Still another route may be taken, which will prove a very desirable one to large numbers who wish to shorten the actual ocean voyage, viz., say from Boston to this city via Eastern and Maine Central thence along Miramichi Valley to Chatham or some northern port, thence by steamer to Newfoundland, and through Newfoundland by rail as in the other route."

[The railway distance from Chatham to St. John, *via* Fredericton, will be about five miles shorter than *via* Moncton.—EDITOR.]

### Too Late! Too Late!!

*Too late* now for any one, whatever may be his position or by whatver motive actuated to attempt to throw any calumny or insinuate anything injurious to the fair fame of the Louisiana State Lottery, which, incorporated by the State of Louisiana in 1868, gives to the world renowned Charity Hospital at New Orleans, La., the princely sum of $1,000,000, and scatters millions broadcast from Nova Scotia to Panama. Its monthly drawings take place on the second Tuesday of each month (the 160th. on Sept. 11). and Gen'ls G. T. Beauregard of La., and Jubal A. Early of Va., attest over their own signatures the absolute fairness, strict integrity, and entire good faith towards all parties of the drawings which are conducted entirely and solely by them. All information can be had cheerfully from M. A. Dauphin, New Orleans, La., on application.

### Who Shall Rule France.

Political agitation appears to be the order of the day in France and the stability of the Republic is not by any means assured. The death of Chambord has brought Comte de Paris to the front and he is evidently looked upon by a very large and influential proportion of the French people as the legitimate ruler of their country. According to the New York *Herald's* Vienna despatch, the Emperor of Austria has been paying regal honors to the Bourbon prince, a fact that is looked upon in Europe as most significant in the present crisis in French affairs. The despatch says,—

The interview between the Emperor and Comte de Paris lasted half an hour and was of the most cordial character. As the Emperor took his leave the Count was about to descend one step of the stairway, thereby meaning to indicate that he considered himself merely as heir to the monarchy and not as sovereign or pretender. This the Emperor adroitly prevented by quickly re-mounting the step and, holding the Count cordially but firmly by the hand. He bowed, and turning upon his heel, rapidly withdrew. When the Count on returning the visit, drove through the gateway, attended by the Orleans Prince wearing the order of the golden fleece, trumpets and drums sounded the Hapsburg royal salute. The cavalry and infantry under Prince of Thurn and Taxis, presented their arms and the Imperial standards were lowered to the ground. The visit lasted about half an hour. When the Count withdrew the troops rendered the same honors as on his arrival.

English opinion in regard to Comte de Paris' opportunities is most favorable. It is known that a substantial section of the Republicans, wearied of enterprises of the Chaliemel-Lacour school, would welcome Comte de Paris as the next President. The French are already displaying signs of irritation concerning concessions respecting Madrgascar. There are likewise indications of anxiety to terminate the Tonquin enterprise. They are beginning to question the value of a treaty with a pretender and to reckon the cost of maintaining a protectorate over Annam and Tonquin by *force majeure*. These symptoms of public uneasiness, touching the restless policy of men in office, improve the Comte de Paris' prospects. Everybody admits that the Comte will refuse the white flag and absolutist principles. He may even have to check the royalist agitations, for his known temperament and the declaration of the Orleanist press, indicate his intention to await an expression of public opinion. The recent foreign aggressions of the French Government would make a moderate chief like the Comte de Paris acceptable to England and Germany. The acceptance of his presidency is more uncertain, but the German press anticipate the possibility of his election.

### The Fruits of Monopoly.

The Winnipeg *Sun* thus sadly discourses on the situation:—

In Manitoba to-day are tens of thousands of acres of ripening grain that cannot be marketed till late next winter. The farmers along the Cypress River, those in the Tiger Hills country, those of the Rock Lake and Turtle Mountain districts, in fact all those resident in the great tract lying west of the County of Dufferin and south of the Souris River, will be engaged in teaming their grain to the nearest railway station during the whole time of sleighing. Their average journey to and fro will be something over one hundred miles, and the average time occupied in delivering an ordinary load of about sixty bushels will be over four days. The farmer of the districts mentioned, who grows twenty-five acres of wheat to sell for his necessities, must be actually on the road with his team during probably sixty days of bitter weather, paying stiff rates for himself and horses at stopping places, and enduring very considerable physical suffering. Think of it! Think also of this. The C. P. R. Company on undertaking their road received such a subsidy as was never given to a corporation before, and powers and privileges of value as inestimable as is the loss caused to the North-West by them. The grant of an obnoxious monopoly to the company was defended by the assertion that they would provide Manitoba with all requisite railway facilities. On this assumption the entrance of other railways to the country was prohibited, and such powers given to the C. P. R. Company that independent capital dare not take the risk of building lines. It was asserted that the Company would let Manitoba want for no branch roads. And the farmers of the immense rich district above described have still to look forward to another winter entirely occupied with the hauling of their grain. Why is this? Not because the capital of the C. P. R. Co., is fully employed in building the main line at an uncalled for and wholly unnecessary speed, but because the strength, energy, credit and capital of the company have been and are being devoted to the acquisition of connections in Eastern Canada and the United States. The subsidies paid by the people of Canada that the North-West might be developed, are being devoted to the creation of a gigantic railway combination for the emolument and gratification of ambitious directors. The C. P. R. directors, being first-rate men of business, consider everything and forget nothing. They do not forget that their monopoly in Manitoba, secured and defended as it is by the Federal veto makes them safe in refusing railway facilities to the struggling farmers. Because no competitor can give railways to those farmers the C. P. R. Co., can afford to despise their wants. The traffic cannot be taken away from the monopolists, they therefore feel that they can, at their own time, build the required branches. However long the farmer may continue to drive his small load 50 miles to market the C. P. R. Co. will still get the gain of freighting it. In the meantime the credit based on and the money obtained from Canada's subsidies can be more properly employed in obtaining connection with Kansas than in furnishing Manitoba with branch roads.

The Montreal *Witness*, taking up the burden, says:—

The enormous subsidies and privileges granted to the Canada Pacific road are not only not promoting the interests of this great region in any degree, but actually keeping it back. Wheat is reported worth sixty cents a bushel at Brandon just now, even though the wheat is of the best and such as even new land elsewhere would not produce. It will be less next winter. The actual outlay of a farmer in Manitoba on his four days' trip in the depth of winter could not be less than ten cents a bushel—leaving him at best fifty cents net to pay interest on his farm, cost of cultivation including his own hard work all summer, and cost of hauling including hardships for himself all winter. The cost of raising a bushel of wheat in Manitoba has been estimated at forty-five cents. The cost of hauling, man and horse, four days, with wayside expenses, could not, if hired, be less than thirty cents, leaving even at present price fifteen cents less than nothing for interest on farm, deterioration of land and a year of life gone. If the four days were reduced to one by a railway at his door, he would be able to ship just now and have possibly five cents a bushel to the good. The average settler of three years' standing will not have more than five or six hundred bushels to sell this year, for which he will be able to carry home fifty cents or less a bushel, say from two hundred to three hundred dollars, or about the value of one harvester for his whole year's supplies.


[Continued.]

CHAPTER 11.

wonderful and mysterious curative power is developed which is so varied in its operations that no disease or ill health can possibly exist or resist its power, and yet it is.

Harmless for the most frail woman, weakest invalid or smallest child to use.

"Patients
"Almost dead or nearly dying"

For years, and given up by physicians of Bright's and other kidney diseases, liver complaints, severe coughs called consumption, have been cured.

Women gone nearly crazy!

From agony of neuralgia, nervousness, wake ulness and various diseases peculiar to women.

People drawn out of shape from excruciating pangs of Rheumatism.

Inflammatory and chronic, or suffering from scrofula!

Erysipelas!

Salt rheum, blood poisoning, dyspepsia, indigestion, and in fact almost all diseases frail

Nature is heir to

Have been cured by Hop Bitters, proof of which can be found in every neighborhood in the known world.


### General Notes and News.

While Michael King, of Grafton, Carleton County, aged 50 years, was working in a sand pit last week, the embankment caved in, covering him to the depth of several feet. No person being present at the time, the accident was not discovered for several hours. On removing the earth he was found lying with his face downward; life was extinct.


THERE ARE CHEAP PANACEAS for various human ailments continually cropping up. Northrop & Lyman's Vegetable Discovery and Dyspeptic Cure has no affinity with any of these. Unlike them, the article is derived from the purest sources, is prepared with the utmost chemical skill, and is a genuine remedy and not a palliative for Biliousness, Constipation, Kidney, troubles, impurity of the blood and female complaints.


John Bright has been speaking on temperance at Birmingham. His defence of the vested interests of publicans has greatly annoyed the temperance agitators, and his proposal to increase license duties, in order to buy up and suppress some existing houses and to limit public houses in proportion to population has greatly allayed the alarm of the liquor trade. Temperance legislation is coming to the fore front of home policy.


Mr. R. C. Winlow, Toronto, writes: "Northrop & Lyman's Vegetable Discovery and Dyspeptic Cure is a valuable medicine to all who are troubled with indigestion. I tried a bottle of it after suffering some ten years, and the results are certainly beyond my expectation. It assists digestion wonderfully. I digest my food with no apparent effort, and am now entirely free from that sensation, which every dyspeptic well knows, of unpleasant fulness after each meal."


A Paris despatch of Aug. 28th says,—"The city is the scene of great excitement to-day. During the night the whole metropolis was placarded with proclamations declaring the Comte de Paris, king of France, as Louis Phillippe the second. Ten thousands placards have so far been torn down by the police. In many places the police, in their efforts to tear down the proclamation, were resisted by the crowds surrounding the bulletins. Thus far the police have been unable to ascertain the names of the persons who caused the placards to be posted."

SKILL IN THE WORKSHOP.—To do good work the mechanic must have good health. If long hours of confinement in close rooms have enfeebled his hand or dimmed his sight, let him at once, and before some organic trouble appears, take plenty of Hop Bitters. His system will be rejuvenated, his nerves strengthened, his sight become clear, and the whole constitution be built up to a higher working condition.

Cetewayo has become scornful and blames the English government for his troubles, and refuses to abide any longer by their advice, but at the same time he demands their protection. Cetewayo's enemies charge England with creating anarchy by sending Cetewayo back. They demand that England treat Cetewayo as a public disturber. Transvaal Boers are hardly less insolent, but there will be no change of *laissez faire* policy of the Colonial office till the Boer mission arrives in October. Meanwhile the indications are of a coming struggle between the Dutch and natives. Cetewayo is credited with making private overtures to the Boers.


IT IS SO PLEASANT.—It is so certain and easy in its action. It invigorates the nerve, brain, and muscle. ZOPESA does these things simply by giving active Digestion, and regulating the Stomach and Liver.

People wishing their Teeth to look white,
Use "TEABERRY" daily—at morning, at night;
It sweetens the Breath and reddens the gums,
Enhances the beauty of daugters and sons. Sold at Medical Hall, Chatham, N. B.


The moderation of a recent speech by Parnell in Dublin causes much comment. The *Spectator* says that if violence were not considered necessary to stimulate American sympathy and Irish electoral enthusiasm, we might hope for the prevalence of a rational spirit among Irish leaders; but, unfortunately, men who go farthest and scream worst, best command American money and Irish votes. Parnell advised agitation within constitutional limits, and his league arrangements promise great machinery at the next election.


Of all the sweets of which mortals can dream
There is naught to excel strawberries and cream.

Neither is there any remedy known to mortals that can excell Dr. Fowler's Extract of Wild Strawberry as a cure for Cholera Morbus, Cholera Infantum and all Bowel Complaints. For sale by J. D. B. F. Mackenzie, Chatham, N. B.

Nothing gives such beautiful colors as the Star Dyes.

## GENERAL BUSINESS.

# Received this Week:

Cases Ribbons, Corsets, Gloves, etc.
Cases Linders and Drawers.

CASES READY MADE CLOTHING,
(in Dominion and English made)

I Car Flour, I Car Sugar & Molasses,
(Choice.)

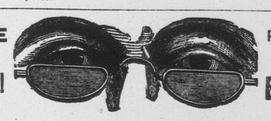
25 Boxes BEST BLACK TOBACCO,
10 Caddies BRIGHT SMOKING TOBACCO.

**ALL AT VERY LOW PRICES!**

WILLIAM MURRAY,
Argyle House.

CHATHAM, August 30, 1883.

GET THE BEST!



PRESERVE THE EYES.

**B. LAURANCE'S SPECTACLES.**

THE undersigned has been appointed Sole Agent for the NORTH SHORE COUNTIES for the above Celebrated Spectacles. A large number of persons have been suited with glasses in Chatham and Newcastle, and are perfectly delighted with them. Testimonials will appear in a few days. Lenses and glasses fitted to any condition of the eyes that are not permanently diseased.

AT THE MEDICAL HALL, - - - - J. D. B. F. MACKENZIE.
Chatham, N. B., July 18th, 1883.

# CLEARING SALE!

In order to make room for FALL IMPORTATIONS, the Subscribers will commence on

**Saturday, the 18th August, instant,**

to clear out their whole remaining Stock of

# SUMMER GOODS AT COST!

—INCLUDING—

Prints, Dress Materials,
Lace Goods, Gloves,
Frillings, Hosiery.
Also—A special Lot of

**CLOTHS FOR BOYS' SUITS,**

(VERY CHEAP.)

READY-MADE CLOTHING, ETC.

LOGGIE & BURR.

# CLEARING OUT!

The residue of our WINTER DRY GOODS at

**TREMENDOUS SACRIFICE.**

Shawls, Manties, Blankets, Flannels, Clothing. etc MUST GO WE WANT SPACE.

Mr. D. Sutherland is at present in Great Britain, selecting Dry Goods for our Spring and Summer trade. Our early importations will be the largest and most varied ever shown to the people of Miramichi.

WHOLESALE AND RETAIL.

SUTHERLAND & CREAGHAN.

NEWCASTLE, Jan 30th, '83.

## COMMERCIAL HOUSE,

CHATHAM, - - - - - N. B.

Silks, Velvets,
Hosiery, Gloves,
Laces, Ribbons,
Flowers, Feathers,
Trimmings, Buttons,
Embroidery,
Straw and Felt Hats and Caps,

Clothing and Gents' Furnishings,

Parasols, Sunshades, Umbriellas, Carpets, Trunks, Room Paperings, Fancy Wools and Working Canvas, Small Wares and Nick-Nacks.

**Agency for Butterick Patterns.**

CALL AND ASK FOR

ANYTHING in ABOVE LINES

AND BE SURE OF GETTING IT.

W. B. HOWARD.

Chatham, Aug. 16.

## COAL! COAL!!

ANY person requiring coal will please leave their orders with the Subscriber who is to receive a few

**Consignments by Rail.**

Early orders are necessary in order that they may be

**satisfactorily filled.**

T. F. GILLESPIE.

## Canada House,

Corner Water and St. John Streets,

CHATHAM.

LARGEST HOTEL IN CHATHAM.

Every attention paid to

**THE COMFORT OF GUESTS.**

Located in the business centre of the town. Stablingand Stable Attendance first rate.

WM. JOHNSTON,
PROPRIETOR.

## OPENING THIS WEEK.

**NEW**

**SUMMER AND FALL GOODS.**

Black Dress Cashmere.
Black French Merino,
Black and colored velveteens,
Ladies black Cashmere hose,
Ladies white Merino vests,
White toilet fringe,
Crinolines and bustles,
Ladies Cashmere Jerseys,
Knitted Woollens, buttons, laces, smallwares, etc.

W. S. LOGGIE

## NEW GOODS.

**NEW GOODS.**

Men's Youths' and Boys' Ready-made Clothing

at bottom prices, all sizes and styles.
MEN'S, YOUTH'S AND BOY'S HARD AND SOFT FELT AND FUR HATS, LEADING STYLES.

Largest and best assorted stock of

**WHITE AND COLORED SHIRTS**

in town.
Great variety of

**Hoisery, Ties, Collars, &c.**

See our reduced prices of **TOBACCO**, they are the lowest in town.
Best and Cheapest **TEA** in the Market.
The leading brands of

**CIGARS, CIGARETTES, AND TOBACCO,**

always on hand.
WHOLESALE AND RETAIL.

I. HARRIS & SON.

## MONEY CAN BE SAVED.

BY PURCHASING AT THE

Cheap Cash Store of James Brown, Newcastle,

where you will find the LARGEST, CHEAPEST and BEST ASSORTED STOCK in Miramichi.

CLOTHING! CLOTHING!

of every description for Men and Boys.

Mens' English Tweed Suits for $6..0

HATS! HATS! HATS!!

n English, Yan and Canadian. New Styles and Colors.

Staple & Fancy Dry Goods

CHEAPER THAN EVER.

BOOTS and SHOES at very low Prices. English Water Proof Coats and Cape Ann Oil Skins, a fine assortment.
American Table & Floor Oil Cloths, new patterns.
TRUNKS and VALISES, of every description.
GUNS, REVOLVERS, VIOLINS, Concertinas, Choice Groceries, etc., etc.
July 5th, 1883.

$50 5-TON

Iron Levers, Steel Bearings, Brass YARD BEAM. JONES, HE PAYS THE FREIGHT. Only $50, making cost $66 at your R. R. Station. Free book. Address
JONES OF BINGHAMTON,
BINGHAMTON, N. Y.

## SHINGLES, CLAPBOARDS.

A lot of GOOD HEMLOCK BOARDS and other Lumber for Sale low for Cash.

GEO. BURCHILL & SONS,
Nelson