

General Business.

FISHING TACKLE.

A fine assortment of Fishing Tackle just received at the Newcastle Drug Store.

Boat from 12c. to \$2.50.
Boat from 50c. to \$4.00.
Line from 10c. to \$1.00.

An extra supply of Chats from 12c. to 50c.

ALL THE POPULAR FLIES, SUCH AS:
Jock Scott, Durham Ranger,
Popham, Silver Doctor, Black
Dose, Nigger, Dolly Miller
and Butcher.

Also a lot of novelties, consisting of fishing hats, drinking cups and pocket flasks.

Newcastle Drug Store,
E. LEE STREET,
Newcastle, May 10, 1897.

AT THE CHATHAM CARRIAGE

Agricultural Warehouses.

\$85.00. - \$85.00.

The '97 Model.

MASSEY, HARRIS BICYCLE

Beautiful in Design!

Faultless in Construction!

The standard equipment of this bicycle is like the machine itself, the best that can possibly be produced.

Dunlop Tires, Party Chain,
Christy Saddle.

ALSO

FEATHERSTONE BICYCLE

'97 MODEL.

COMBINATION TANDEM.

The Duke 800. The Duchess 800.
The Prince 800. The Princess 800.
The Knight 800.

ALSO

Reboe Woodstock Bicycle 800.

ALSO

GO TO

PORTLAND, BOSTON, ETC.

Canada Eastern Railway
and Fredericton.

Leave Loggieville 6.00 a.m.

" Chatham 6.15 a.m.

" Chatham 6.45 a.m.

" Doaktown 8.50 a.m.

" Boiestown 9.35 a.m.

" Cross Creek 10.47 a.m.

Arrive Fredericton 12.15 p.m.

Leave Fredericton 4.30 p.m.

" Bangor 11.10 p.m.

" Portland 3.50 a.m.

" Boston 7.25 a.m.

Pullman Sleeper runs through from Fredericton Junction to Boston.

Jubilee Millinery.

THE BOUQUET.

QUEEN'S JUBILEE.

AT A LARGE DISCOUNT.

JOSIE NOONAN.

Executors' Notice.

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His traducers are no sooner driven into the position of apologists for their slanders in one direction than they appear with new misrepresentations in another, only to be shown up in their real character, and they thus have the unenviable pleasure of satisfying themselves and others of their kind in a class of work which really results in no advantage to them, while it fails in its intended purpose of injuring Mr. Blair.

Unfortunately, Mr. Blair's traducers are not all found among the political opponents of his party. They occasionally disclose themselves in the Liberal ranks and are, as a rule, men whose association with that party is of comparatively recent date, and who, having always been the political enemies of Mr. Blair in local politics, find it impossible to divest their minds of their long standing prejudices against him and his friends. This class of political haters are, perhaps, the hardest to deal with, for they wish to be thought friends of the Dominion administration as a whole, and particularly of Mr. Blair who is the liberal leader of the Province, while they would really prefer to have in the Government a low able man, who would interest himself chiefly in matters of local concern and leave statecraft and the larger politics of the country to others. It is quite evident that if Mr. Blair were a second rate man he would be less an object of envy and misrepresentation, but it is a source of no little satisfaction to his friends and supporters, who are spread over wide sections of the provincial field, and are an irresistible force in the public affairs of New Brunswick, that their leader has been so long a shining mark for the malice of his adversaries, the repelling of whose most malignant attacks has only served to demonstrate the strength of his support—a support which is maintained by the fact that his object has ever deserved it and commands it now to a fuller extent than ever.

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It will be remembered that a few days ago the Citizen charged Mr. Blair with having secured his name to the railway bill by means of a scandalous charge, and it is altogether confessed that it had no foundation for the information and the recklessness with which it plays the part of the scandal-monger, has just been given.

On the day after the Prince Edward Island election, the Citizen published an article:

"Mr. Blair, a vet. practitioner of every thing that is crooked in political warfare, came to the assistance of his friends by making the Federal Department of Railways an engine of bribery. The Charlottetown Patriot asked people to vote for the Liberal because work would be abundant on the Intercolonial."

"Mr. Blair, was one of the most potent of existing forces for the degradation of public life, lent himself to the intimidation of the employees of the Intercolonial, a practice which was rendered easy by the fact that there was no voting."

The success of the Federal Ministry is not a triumph but a disgrace."

The answer to this was given four days before. The article was published on July 22. On July 19 the following telegram was sent by Hon. Mr. Blair to the manager of the Intercolonial Railway:

Ottawa, July 10, 1897.

D. Pottinger, Montreal:

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(Signed) A. G. BLAIR.

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