

BUSINESS NOTICES

The "MIRAMICHI ADVANCE" is published at Chatham, N. B., every Thursday morning...

Hotels

ADAMS HOUSE. LATE METROPOLITAN. ADJOINING BANK OF MONTREAL...

Billiard Hall

good Sample Rooms. ON THE PREMISES.

Canada House

Corner Water and St. John Streets, CHATHAM.

REVERE HOUSE

LOWER WATER STREET, CHATHAM, N. B.

W. & R. Brodie

Commission Merchants. FLOUR, PRODUCE AND PROVISIONS...

Medical

Dr. Fowler's

EXTRACT OF PURE STRAWBERRY CURS...

CHOLERA INFANTUM

DIARRHOEA. ALL SUMMER COMPLAINTS...

BURDOCK BLOOD BITTERS

Unlocks all the clogged avenues of the Blood, Kidneys and Liver...

CARTER'S LITTLE LIVER PILLS

CURE SICK HEADACHE. Sick headache and all the troubles incident to a bilious condition...

CURE SICK HEADACHE

Acts like a magnet to draw out the impurities...

CURE SICK HEADACHE

In the hands of so many lives that here is where we make our great boast...

CURE SICK HEADACHE

Carters Little Liver Pills are very small and very easy to take...

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MIRAMICHI ADVANCE

VOL. 12--No. 44. CHATHAM, NEW BRUNSWICK, SEPTEMBER 2, 1886. D. G. SMITH, EDITOR & PROPRIETOR.

Steamers

BOSTON PALACE STEAMERS

International S. S. Co.

SUMMER ARRANGEMENT

BOSTON DIRECT

STEAMER "NELSON"

STEAMER "MIRAMICHI"

EXCURSION TRIPS

WOVEN WIRE MATTRESSES

COFFINS & CASKETS

LIVERPOOL SALT

ANTI-DUST Carpet-Sweeper

J. G. KETHRO

GENERAL BUSINESS

CHATHAM RAILWAY

SUMMER 1886

LOCAL TIME TABLE

GOING NORTH

GOING SOUTH

PARLOR SUITS

Centre Tables, Extension Tables

French Repp Hangings and Curtains

NEW DRESS GOODS

Now Dark and Percale Prints

WHOLESALE & RETAIL

Sutherland & Creaghan

French Repp Hangings and Curtains

NEW DRESS GOODS

Now Dark and Percale Prints

WHOLESALE & RETAIL

Sutherland & Creaghan

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WHOLESALE & RETAIL

Sutherland & Creaghan

French Repp Hangings and Curtains

NEW DRESS GOODS

GENERAL BUSINESS

JOHNSON'S ANODYNE LINIMENT

PARSONS' PURGATIVE PILLS

MAKE HENS LAY

CHICKEN CHOLERA

BAY VIEW HOTEL, BAY DU VIN

Sea Air Bathing, Boating, Fishing

THOMAS B WILLISTON, PROPRIETOR

NEW GOODS

1886. SUMMER 1886.

Recently received, a FULL STOCK of all kinds of DRY GOODS

Special Values in COTTONS

Printed Cottons very Cheap

Large Variety of DRESS GOODS

William Murray - Argyle House

NEW! NOBBY NICE!

Dress Goods, in Merinos, Cashmeres, Ottomans, DeBerges, etc.

Prints! Prints!! Prints!!!

Millinery Goods! Millinery Goods!

Silks! Satins! Brocades! Velvets!

Hoop Skirts! Bustles! Panniers!

KNITTING COTTONS IN ALL COLORS AND NUMBERS

GENTS FURNISHING GOODS

Hats in fur, felt and straw, Tweeds, Underwear, White and Colored

SOLD AT PRICES TO SUIT THE TIMES

We Keep the Madame Card in White, Old Gold, Yellow, Bronze, Drab, Cardinal, Sand Brown,

Tusels! Cords! Tassels! Push-Balls! in endless variety.

Loggie & Co.

TEAS!

Choice Congou and Oolong Teas. 760 PACKAGES IN STORE.

Miramichi Advance

GENERAL NOTES AND NEWS

Strongly will clean tainted pork barrels.

Persia is very rugged, hence the Persian rug.

Do not let the currants get too ripe before making the jelly.

Do not be gulled by sharpers. When you need an article, play it of a reliable dealer.

Consumption Can Be Cured

Not by any secret remedy, but by proper healthful exercise and the judicious use of Scott's Emulsion of Cod Liver Oil and Hypophosphites, containing the healing and strength-giving virtues of these two valuable ingredients in their fullest form.

A Great Awakening

There is great awakening of the sluggish organs of the human system whenever Burdock Blood Bitters are taken.

Encourage the district school teacher to take an occasional walk with the children, and give them some practical botany talks.

When all the remedies fail, for Burdock Blood Bitters, extract of Wild Strawberry and success to the rescue.

When a bushel of lamp line in the cellar will absorb much of its dampness, and a peck of powdered charcoal in a shallow dish, much of the bad smell.

When all the remedies fail, for Burdock Blood Bitters, extract of Wild Strawberry and success to the rescue.

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Stiffeners are used in Wyoming Territory for fuel. The stalks when dry are as hard as maple wood...

Loss and Gain. I was taken sick a year ago. With bilious fever...

From 228 lbs to 150! I had been doctoring for my liver, but it did me no good...

HOW TO GET SICK. Excess of food, self day and night, eat too much without exercise...

Tea! Tea! 100 Half and Half to Live from London. 100 HALF CHESTS TEA.

"Little Giant" THRESHING MACHINES. With Late Improvements.

BLACK GLYDE STALLION. Duke of Wellington.

Reported by the Northumberland Agricultural Society, will make the season of 1886 the most successful...

Don't be gulled by sharpers. When you need an article, play it of a reliable dealer.

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General Business.

L.S.L. CAPITAL PRIZE \$150,000.

We do hereby certify that we supervise the arrangements for all the Monthly and Quarterly Drawings of the Louisiana State Lottery Company...

Commissioners. We the undersigned Banks and Bankers will pay all Prizes drawn in the Louisiana State Lottery which may be presented at our counters.

J. H. OGLESBY, Pres. Louisiana National Bank. J. W. KILBRETH, Pres. State National Bank. A. BALDWIN, Pres. New Orleans National Bank.

UNPRECEDENTED ATTRACTION! OVER HALF A MILLION DISTRIBUTED. Louisiana State Lottery Company.

INCORPORATED IN 1868 for 25 years by the Legislature for Educational and Charitable purposes with a Capital of \$1,000,000 to which a reserve fund of over \$500,000 has been added.

By an overwhelming popular vote the franchise was extended to the present State Constitution adopted December 31 A. D. 1879.

The Grand Sign Number Drawing will take place monthly. It never occurs on a Sunday. Look at the following distribution:

100th Grand Monthly. EXTRAORDINARY QUARTERLY DRAWING IN THE ACADEMY OF MUSIC, NEW ORLEANS. Tuesday, September 15, 1886.

Capital Prize, \$150,000. 1 GRAND PRIZE OF \$150,000. 2 GRAND PRIZES OF \$50,000. 4 LARGE PRIZES OF \$10,000. 20 PRIZES OF \$1,000.

M. A. Dauphin, New Orleans, La. or M. A. DAUPHIN, Washington, D. C. Make P. O. Money Orders payable and address Registered Letters to NEW ORLEANS NATIONAL BANK.

F. W. RUSSELL. SOLE, FLOUR, MEAL, MOLASSES, TEA and a full line of choice family Groceries, Crockery, Glass and Earthenware, Books and Stationery, Hats, Trunks and Suitcases, and ready-made Clothing.

JUST RECEIVED. 10 BARRELS Malaga Grapes, 1 CAR LOAD CHOICE WINTER PPLES, 1 MIXED CAR CANADIAN APPLES, ONIONS, CABBAGE, ETC. ETC.

BOTTOM PRICES. D. CHESMAN. SAMPLES DOMINION. Horse Liniment.

BEST EXTERNAL REMEDY before the Public for Lameness, Sprains, Swellings, Bruises and all other ailments of the Horse, Cattle, Sheep and Dogs.

PATENT MEDICINES of all kinds, go to the Newcastle Drug Store.

Flower Pots, Sponges, Toilet articles and Fancy Soaps. ALSO IN STOCK. E. LEE STREET. PROPRIETOR.

Notice to Mill Owners. THE Subscriber is prepared to furnish his PATENT LOG CARLAGE SHIPPING MACHINES, to any parties requiring them, or a supply drawings, etc., to be made by him for their respective mills.

The "Imperial Wringer." Wash-tub Stand. Clothes Forks, etc. New device for convenience on Wash-day labor and lightens the work left to be done.

JUST ARRIVING. 125 barrels Patent Flour, Morning Star. 75 barrels Superior Extra. 50 barrels Oatmeal. 100 barrels Corn Meal. 100 barrels Meal and Bacon. 100 barrels Choice Lard. 100 barrels Choice Pickled Beef. 100 barrels Choice Ham. 100 barrels Choice Sausage. 100 barrels Choice Butter. 1000 rolls Home Paper.

ROGER FLANAGAN. Chatham, N. B.

Removal. The ADVANCE office is removed from the old stand Upper Water Street, to the building next (east) to N. B. Trading Company Office, Lower Water Street, Chatham.

Miramichi Advance.

CHATHAM, N. B. - SEPTEMBER 2, 1886.

Imperial Federation. Lord Salisbury was recently waited on by a numerous and distinguished delegation of the Imperial Federation League for the purpose of impressing upon him, as leader of the new Government, the importance of giving to the expanding desire of a scattered empire a more tangible form of unity than exists at present.

It is needless to say that no Home Ruler were on hand. Those two "feds"—Federation and Home Rule—are epidemics in the national air and originate in the opposite poles of political thought and aspiration: The one tends to centralization and the other to decentralization, while both have been pushed to extremes by their respective advocates, who show impatience of national progress and development. As Home Rule is in the depressed state of rejection and is not within the range of practical politics just now, we turn to Imperial Federation as it comes within our interests and affairs more intimately. We have failed however to see any scheme or suggestion among all the propositions that have appeared to be compared with the natural relation which now exists between the mother country and the colonies. Nor are we aware of any strong desire to alter that relationship by the substitution of some artificial specific, which might be as burdensome and unequal as the wide, various and separated interests of the different parts of the scattered empire must be complex. We have ever present with us—especially in the Maritime Provinces—a grievous reminder of the folly of experimenting with the union idea and it teaches us that further advances in that direction will be attended with a friction which no mere sentimentality can overcome.

The discussion of the subject in Great Britain has been confined to an educated circle of thinkers—men of wealth and leisure who, having lost the pulse of the people find their fingers feeling their own, which they mistake for the throbs of the national heart. In this, as in other things, there are always people to tell you what you ought to do before they know what you want. On the occasion referred to the deputation laboring under the delusion which Lord Salisbury told them expressed the wish, viz.—that of giving definite form to a laudable object which can only exist in good will. It is of such delicate nature and sentimental character that to attempt a description was to kill any scheme.

The unity of the empire must always be a thing of sentiment, mixed more or less with vital interests. The case of Ireland is at one end of the line and that of Canada at the other, between which extremes there are varieties of the two combined, but each must remain in its own dress and identity and not be clothed in a uniform of ill-fitting political toggery. No federal colonial council is needed, or other assembly of superannuated potentates from the colonies sitting in London, when electricity under the sea and steam over the air can bring people as closely together as if at opposite sides of a table.

The most important factor in Imperial Federation is the wish of all to be united in heart, though their heads may be free to pursue any plan of material progress that seems best to themselves, while all are willing to assist each other so long as this sentiment lasts, and it will last while common sense survives. The only symbol of the empire's unity that may need some extension of a more federated character as to employment in case of war, is the navy, which might well be changed from a royal to an imperial one, in which all might serve and share the expense. Australia is desirous of doing the protection of commerce and the remote parts of the Empire seem to be the only real and important object which federation would accomplish and that object may be attained without the "unequal yoking together" which is now the fashionable craze of respectable ultras.

From Chatham to Doaktown. A representative of the ADVANCE engaged a run over the eastern division of the Northern & Western Railway on Saturday last, leaving Chatham Station a few minutes before seven o'clock in the morning. It is unnecessary to say that the condition of the road to the Junction—the Chatham Branch—was excellent. Indeed, it is doubtful if there is a better nine-mile section of railway in the province, the road-bed being very solid, the grades light, the curvature of the longest radii, and the rails of steel, new and 62 lbs to the yard.

Contrasting this road in its present condition with what it was when first opened, there is abundant evidence that in whatever else Chatham may have reason to reflect over departed glory, it is not in the direction of her railway interests. Ten years ago the Chatham Branch Railway was a tender subject with its friends. Like the through line to Fredericton of which it is, for all practical purposes a part, it was the outgrowth of the business requirements of the Miramichi, but as soon as it took form in legislation its interests were mixed up with those of our active politicians, who, having served their turn with it for all it was worth, left in the hands of a company whose resources, as such, were nil and whose only workable function was the power to borrow a power the exercise of which saved the Government's credit, while it invited the sheriff and led to the transfer of the road to the only hands that seemed capable of properly developing it.

It is an answer to those who are given to decrying the country to point to this little bit of railway—which, without its natural extension up the Miramichi Valley and thence via Fredericton securing connection with the United States and upper provinces, by the shortest available route—having only a connection with the Intercolonial and not showing the traffic returns—the best for its mileage in Canada—that it can now boast of. When it was opened less than ten years ago it was partially protected by a stake and pole fence built of materials picked up on the spot and over which a man could not climb without knocking it down. The rails were in old iron ones loaned by the Dominion Government and off which it was almost a relief to passengers for the cars to run. The engines and tenders were second-hand and the whole road and equipment were too suggestive of the St. Andrews and St. Stephen railways before they were rescued from dilapidation by their present lessee.

With its present construction, the new line is well ballasted solid track of new heavy steel rails, its new engines and passenger cars and prompt and efficient train service, the Chatham railway is now the equal of any in the country and a constantly brightening outlook. It is now only an independent road of nine miles with its separate management and interests, but it must soon be a part of the Northern & Western Railway, being, in fact, but a continuation of that line from Chatham Junction to Fredericton where an independent deep water terminus can be secured.

Most of our readers, however, acquainted with the Chatham railway to a greater or less extent, although it seems that few of them realize all the work that is being done by and in connection with it. For instance, we were agreeably surprised, while waiting for the train to start, to find quite a gang of men at work constructing a new workshop on the station grounds and on examining the cars—very the ordinary flat-bed to find that they compared very favorably in material and workmanship, with those made for the Intercolonial and other railways. We have good mechanics here as well as good material in the way of wood, as well as the means of manufacturing it ready for conversion into railway cars or anything else we need. We have machinery and shop facilities, and it is well that our railway managers are recognizing the fact that the money it costs to make railway cars and many other things that are too often bought in St. John and elsewhere, is much better spent in giving employment to our own people.

The Northern & Western rails join those of the Chatham road at the Junction and it is known to few besides those connected with the railway service where the one meets the other begins. At all events, one is but a continuation of the other, the crossing of the Intercolonial being as near a right angle one as possible and the line to Barnaby River—three miles from the Junction—being almost parallel to the latter, lying in the vicinity of a wide river, quite an important traffic is enjoyed by the railway, the Derby quota being principally in bark which, no doubt, always be continued by this route to a considerable extent, the Northern & Western offering the shorter mileage conveyance from the principal inland headlock centres which supply the Factory, than any other route. Passing up the line towards Blackville, the next station is S. W. Boom, the headquarters of Miramichi log-booming operations, where from fifty to seventy-five millions feet of lumber are rafted every season. Next is Chelmsford, near the well-known hotel of Mr. Stephen Dinkie, where the line crosses the highway and enters a wooded country in which there are two temporary stopping places, named respectively Doyle's Brook and Grey Rapids Siding. Along this part of the line clearings are already being made and the people from the element along the river, from a quarter of a mile to two miles away, are quite enthusiastic over the accommodation the railway affords them. As we went along on Saturday the post-labourers of the district boarded the train with a lot of stuff from his garden and some fish from the Miramichi for the Blackville market and, like others, he was delighted over the new era opening up along the South-west.

The line to Blackville is well constructed and well ballasted, if we except a short section of it above Doyle's Brook, which is, this week, being brought up to the mark. This time last year, when construction of that part was supposed to be nearly completed, it was quite a different road from what it is now, after superintendent Alcorn has been over it with his men. It is a road equal to any in New Brunswick and much better than the majority of them.

The South-west is crossed by a two-span bridge at Blackville. The structure is like that over Barnaby River, with this difference, that the track rests on the top chords at Barnaby while it is on the bottom chords at Blackville. The centre pier and shore abutments are cut stone, the bridge a truss-bridge of 150 ft. spans, and the material being principally pitch pine and iron.

While at Blackville we learned that sub-contractor Maxwell was making rapid progress with the branch of the N.W., that is to run by the North side of the river and connect with the Indiantown Branch. The stone pier, for the Bartholomew, are in a forward state and the masonry first class. There was a large quantity of freight on the train for Blackville and the bulk and variety of it already there, and which, handled away, would be quite surprising were it not for the fact that this is the place to which nearly all for-up-river points yet—save the line not being opened for regular traffic above Blackville. Mr. E. E. Sullivan is the Station Agent here and seems to be a very efficient and attentive officer.

The rails are laid all the way from Blackville to the river-bank at Doaktown and the ballasting is going rapidly. On Saturday the part unballasted was about eight miles, from Doaktown downwards, and there will be a great lift over that at the end of the present week.

It is some what remarkable that while it is very difficult indeed to obtain ballast on the whole road from Chatham to Doaktown, there is plenty of it all along the line from Doaktown to Fredericton. This has retarded the work on the eastern division to no considerable extent.

At Doaktown there is a large ballast pit from which ballasting was being done on the western division at the rate of about half a mile per day. The shore abutments on the west side of the river were finished on Saturday and the pier and abutment on the west side were nearly complete. Workmen were putting up the temporary supports on which to lay the chords for the Intercolonial bridge over the river. The bridge would be completed by 1st October. A little allowance, however, must always be made for drawbacks of weather and other contingencies, and it is, we think, safe to say that the Intercolonial bridge will be completed and the line opened through to Fredericton.

Meantime, the management of the western division, with its customary enterprise, commenced on Tuesday by the Intercolonial bridge, giving passengers time for dinner at Doaktown and enabling them to reach Fredericton an hour before tea time.

Owing to the Doaktown highway bridge having been carried away by the freshets springing the river has to be crossed by means of a derrick, which is run over by aid of a rope stretched from side to side and partially supported by the shore abutments. The Government should lose no time in replacing the bridge. The pier foundations are solid and will support new stone piers, which should be placed under the new structure, leaving the old one occupying the much space in the river. Some time ago there was some talk having the new bridge erected on another site, but it is now thought to favor the bridge being where it always was.

The telegraph line which has been, for some time, in operation to Blackville in being extended to Doaktown. The workmen on Saturday had the line in position for a distance of six and a half miles above Blackville Station.

Within a mile of Doaktown there is one of the most charming bits of scenery in the province, some one of the Doucette Valley, but a far broader landscape. A fine view of it is had from the railway, looking down the Miramichi where it flows in a rapid current, through the woodland and intervals, flanked by farm houses and backed by the hills.

Just across the Miramichi at Doaktown, almost on the river-bank, near the station, the Intercolonial bridge was found. Councilor Feese covered with dust from his claphood machine—an elm which attracts the attention of visitors to the locality. It is a fine specimen of a century or more and shows no signs, whatever, of decay. Two of our party on Saturday measured it with a tape line and found its circumference to be seventeen feet at the base, and twenty feet at the top. Its trunk is bifurcated a few feet from the ground and it has, therefore, a long and thin diameter. Measuring it, the long diameter was found to be 24 inches, and the circumference in their size and evenness, its height being over one hundred feet. There are few such elms in the province.

In closing our notes of this trip it may be out of place to mention that our friends at Doaktown are expecting quite a large number of visitors from both the Intercolonial and the N.W. on Saturday next, as an excursion train are to be run on that day from both ends of the railway to that point.

Distraction by Storm. Reports of the late gale in Nova Scotia show that it was a very severe one. A despatch from Barrington says: A 750 ton barkentine, name unknown, laden with rum and sugar, bound for the western coast of Africa, is ashore at Seal Island, off Cape Sable. The packet "Dexter," from Boston, arrived at Liverpool yesterday morning, and reports that on Sunday night, when in the vicinity of Brown's bank, she encountered the gale. A heavy sea swept over her, washed Albert Chandler, a seaman, overboard, and split and carried away the vessel's sails. The Lockport fishing schooner "Millie B.," homeward bound from Baiguere, with a full crew on board, ran ashore on Port Mouton Island Sunday night, it is a total wreck. As she dashed on the rocks the main boom crashed and fell, frightfully mangled and killing Capt. Downie. The spars only a few miles from the captain's home, where his wife and children awaited his coming. Benjamin Downie, believed to be a brother of the captain, bravely volunteered to carry the survivors to the shore in a small boat. How the rest of the crew got ashore in the darkness is a mystery. The vessel smashed up to matchwood during the night. —Globe Wed. 25.

One of the em-bankments of the Intercolonial river here at Manley on August 23rd. The breach was 300 yards long and so rapid was the flow of water that in a few moments the whole district was flooded to a depth of 20 feet. So rapid was the flow of water that in a few moments the whole district was flooded to a depth of 20 feet. So rapid was the flow of water that in a few moments the whole district was flooded to a depth of 20 feet.

Water to subside. Fifty thousand persons are homeless in the city, their houses and possessions having been either submerged or destroyed. A number of persons were drowned by the sudden in-rush of water, how many has not yet been ascertained. The flooded district had within its territory many of the most supply stores, and all of these were swept away. The result will be an approach to famine among the homeless population. The river will not fall sufficiently to permit any attempts at relief until November. British military operations are seriously interfered with by the overflow.

Later—the damage done by the flood is estimated at \$2,000,000. Many dead bodies are being constantly washed ashore.

MARSDALE, August 24.—It is now estimated that one thousand persons lost their lives in the flood.

The Antiochian Fraud. The excellent display of Canadian produce, manufactured and natural, at the Intercolonial Exhibition, has greatly impressed the average Briton with the capacity of Canada. From our English point of view, it is assumed to have arisen, the time is opportune, therefore, to humbug him, and he is being humbugged. One of the greatest games is that played upon him by the Antiochian settlement scheme. That Island, at the mouth of the St. Lawrence, and inhospitable, practically ice-bound in winter and cheerless in the summer, is a whole for the sale of Canada, as much a part of Canada as the region to the north of Halifax's Bay. But what is the goal of it? Schomberg has, however, put Antiochian on the march. It has been sold as a whole for a good round sum, and it is to be resold under a scheme of settlement. We cannot conceive of anything calculated to do more injury to the cause of Canada than this Antiochian business, and every honest man who has any business or social connection with English people should go to great trouble to warn them that Antiochian is a deception, and that the settlement is a fraud, and that it is in winter practically out of the world, that its climate is very cold, and its agricultural capabilities small, and that the soil is not fertile, and that the water is brackish. There is plenty of fertile land available in the Maritime Provinces, and in other parts of the world, which settlers will be gladly accepted. No man ought to think of settling on that Island, unless he has had life on the lighter spots of earth a burden.—St. John Globe.

Mr. Gladstone's issue a Pamphlet on the Irish Question. Mr. Gladstone's brochure on the Irish question was published on Friday last. It contains fifty-eight pages, and is similar in the excellence of its style to Mr. Gladstone's pamphlet on the Bulgarian atrocities. It is under two heads. The first is a history of an idea, which Mr. Gladstone summarizes the following conditions under which alone, in his view, home rule became possible: First, the abandonment of the hope that Ireland would ever be a separable legislative instrument for Ireland. Second, the unequivocal and constitutional demand of the Irish members. Third, the possibility of dealing with Ireland on a basis of equality and of equal and equal rights.

Mr. Gladstone then passes on to defend himself from the charge of having sprung the Home Rule measure upon his friends. Replying to the charges of Lord Hartington and Mr. Chamberlain that he had conceived the idea precipitately, and to the charge of Mr. Bright that he had decided it suddenly, he denies that it is the duty of a Minister to make known even to his colleagues every idea forming in his mind, which would tend to confuse and retard, instead of aid business. His contention is: "What is true is that I had not publicly and in principle considered it, and also that I had mentally considered it, but I had neither adopted nor rejected it, and for the very simple reason that it was not ripe either for adoption or for rejection."

Mr. Gladstone then goes on to point out that during all the earlier years of his public life, the alternatives were real on the one hand and on the other the relief of Ireland from grievances. It was not possible, he says, at that time to promulgate, even in a short time, Parliament would almost stumble and write under the constantly accumulating burdens or to pronounce that it was inevitable, or to propose that it was inevitable, or to propose that it was inevitable, or to propose that it was inevitable.

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hope in the abatement that has already taken place in the Tory opposition. "We hear no more potent language," he says, "no more of the Potentates, and no more of the famous twenty years during which Parliament was to grant special powers for firm government in Ireland and at the end of which time in a larger or less degree the coercion laws might be repealed and measures of local self-government be entertained." Mr. Gladstone then goes on to point out that the Unionists are already pledged to an immediate and large concentration of their forces on such a scale that they give to their death the name of Home Rule, declaring themselves favourable to the principle and only opposed to the "backward and persons manner in which it was handled by the late administration." "Look at the question," Mr. Gladstone continues, "which way we have the cause of Irish self-government, lives and moves and can hardly fail to revive more life, more propulsion from the hands of those who have been its successful opponents in one of its particular forms. It will arise as a sounder warrior sometimes arises on the field of battle and to the least some soldier of the victor's army who has been exulting over his triumph."

Mr. Gladstone then looks at the election from a geographical point of view. He points out that even in the case of England and what we have is really a referendum, but only of a settlement scheme. The effect of all this on Ireland he describes as follows: "All the currents of the political atmosphere, as between the Islands, have been changed and even electric influences to some extent have never known before, and even under her defeat, a deep rift of division runs all through the English nation in her favor; it has been said as a sounder warrior sometimes arises on the field of battle and to the least some soldier of the victor's army who has been exulting over his triumph."

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GENERAL BUSINESS.

GREAT CLEARANCE SALE

P. A. NOONAN'S

CHEAP CASH STORE.

My Entire Stock Selling at Cost.

Great Bargains in every Line.

The following are some of the wonderful Bargains:

All Wool Dress Goods in Vicer Club 2 1/2 per yd. worth 40 cents. Black Velvet 2 1/2 per yd. worth 40 cents. Grey and Colored Stuffs all wool \$1.00. Heavy Hosiery 40 cents per pair. Heavy Hosiery 60 cents all wool. Heavy Hosiery 70 cents all wool. Heavy Hosiery 80 cents all wool. Heavy Hosiery 90 cents all wool. Heavy Hosiery 1.00 all wool. Heavy Hosiery 1.10 all wool. Heavy Hosiery 1.20 all wool. Heavy Hosiery 1.30 all wool. Heavy Hosiery 1.40 all wool. Heavy Hosiery 1.50 all wool. Heavy Hosiery 1.60 all wool. Heavy Hosiery 1.70 all wool. Heavy Hosiery 1.80 all wool. Heavy Hosiery 1.90 all wool. Heavy Hosiery 2.00 all wool. Heavy Hosiery 2.10 all wool. Heavy Hosiery 2.20 all wool. Heavy Hosiery 2.30 all wool. Heavy Hosiery 2.40 all wool. Heavy Hosiery 2.50 all wool. Heavy Hosiery 2.60 all wool. Heavy Hosiery 2.70 all wool. Heavy Hosiery 2.80 all wool. Heavy Hosiery 2.90 all wool. Heavy Hosiery 3.00 all wool. Heavy Hosiery 3.10 all wool. Heavy Hosiery 3.20 all wool. Heavy Hosiery 3.30 all wool. Heavy Hosiery 3.40 all wool. Heavy Hosiery 3.50 all wool. Heavy Hosiery 3.60 all wool. Heavy Hosiery 3.70 all wool. Heavy Hosiery 3.80 all wool. Heavy Hosiery 3.90 all wool. Heavy Hosiery 4.00 all wool. Heavy Hosiery 4.10 all wool. Heavy Hosiery 4.20 all wool. Heavy Hosiery 4.30 all wool. Heavy Hosiery 4.40 all wool. Heavy Hosiery 4.50 all wool. Heavy Hosiery 4.60 all wool. Heavy Hosiery 4.70 all wool. Heavy Hosiery 4.80 all wool. Heavy Hosiery 4.90 all wool. Heavy Hosiery 5.00 all wool. Heavy Hosiery 5.10 all wool. Heavy Hosiery 5.20 all wool. Heavy Hosiery 5.30 all wool. Heavy Hosiery 5.40 all wool. Heavy Hosiery 5.50 all wool. Heavy Hosiery 5.60 all wool. Heavy Hosiery 5.70 all wool. Heavy Hosiery 5.80 all wool. Heavy Hosiery 5.90 all wool. Heavy Hosiery 6.00 all wool. Heavy Hosiery 6.10 all wool. Heavy Hosiery 6.20 all wool. Heavy Hosiery 6.30 all wool. Heavy Hosiery 6.40 all wool. Heavy Hosiery 6.50 all wool. Heavy Hosiery 6.60 all wool. Heavy Hosiery 6.70 all wool. Heavy Hosiery 6.80 all wool. Heavy Hosiery 6.90 all wool. Heavy Hosiery 7.00 all wool. Heavy Hosiery 7.10 all wool. Heavy Hosiery 7.20 all wool. Heavy Hosiery 7.30 all wool. Heavy Hosiery 7.40 all wool. Heavy Hosiery 7.50 all wool. Heavy Hosiery 7.60 all wool. Heavy Hosiery 7.70 all wool. Heavy Hosiery 7.80 all wool. Heavy Hosiery 7.90 all wool. Heavy Hosiery 8.00 all wool. Heavy Hosiery 8.10 all wool. Heavy Hosiery 8.20 all wool. Heavy Hosiery 8.30 all wool. Heavy Hosiery 8.40 all wool. Heavy Hosiery 8.50 all wool. Heavy Hosiery 8.60 all wool. Heavy Hosiery 8.70 all wool. Heavy Hosiery 8.80 all wool. Heavy Hosiery 8.90 all wool. Heavy Hosiery 9.00 all wool. Heavy Hosiery 9.10 all wool. Heavy Hosiery 9.20 all wool. Heavy Hosiery 9.30 all wool. Heavy Hosiery 9.40 all wool. Heavy Hosiery 9.50 all wool. Heavy Hosiery 9.60 all wool. Heavy Hosiery 9.70 all wool. Heavy Hosiery 9.80 all wool. Heavy Hosiery 9.90 all wool. Heavy Hosiery 10.00 all wool. Heavy Hosiery 10.10 all wool. Heavy Hosiery 10.20 all wool. Heavy Hosiery 10.30 all wool. Heavy Hosiery 10.40 all wool. Heavy Hosiery 10.50 all wool. Heavy Hosiery 10.60 all wool. Heavy Hosiery 10.70 all wool. Heavy Hosiery 10.80 all wool. Heavy Hosiery 10.90 all wool. Heavy Hosiery 11.00 all wool. Heavy Hosiery 11.10 all wool. Heavy Hosiery 11.20 all wool. Heavy Hosiery 11.30 all wool. Heavy Hosiery 11.40 all wool. Heavy Hosiery 11.50 all wool. Heavy Hosiery 11.60 all wool. Heavy Hosiery 11.70 all wool. Heavy Hosiery 11.80 all wool. Heavy Hosiery 11.90 all wool. Heavy Hosiery 12.00 all wool. Heavy Hosiery 12.10 all wool. Heavy Hosiery 12.20 all wool. Heavy Hosiery 12.30 all wool. Heavy Hosiery 12.40 all wool. Heavy Hosiery 12.50 all wool. Heavy Hosiery 12.60 all wool. Heavy Hosiery 12.70 all wool. Heavy Hosiery 12.80 all wool. Heavy Hosiery 12.90 all wool. Heavy Hosiery 13.00 all wool. Heavy Hosiery 13.10 all wool. Heavy Hosiery 13.20 all wool. Heavy Hosiery 13.30 all wool. Heavy Hosiery 13.40 all wool. Heavy Hosiery 13.50 all wool. Heavy Hosiery 13.60 all wool. Heavy Hosiery 13.70 all wool. Heavy Hosiery 13.80 all wool. Heavy Hosiery 13.90 all wool. Heavy Hosiery 14.00 all wool. Heavy Hosiery 14.10 all wool. Heavy Hosiery 14.20 all wool. Heavy Hosiery 14.30 all wool. Heavy Hosiery 14.40 all wool. Heavy Hosiery 14.50 all wool. Heavy Hosiery 14.60 all wool. Heavy Hosiery 14.70 all wool. Heavy Hosiery 14.80 all wool. Heavy Hosiery 14.90 all wool. Heavy Hosiery 15.00 all wool. Heavy Hosiery 15.10 all wool. Heavy Hosiery 15.20 all wool. Heavy Hosiery 15.30 all wool. Heavy Hosiery 15.40 all wool. Heavy Hosiery 15.50 all wool. Heavy Hosiery 15.60 all wool. Heavy Hosiery 15.70 all wool. Heavy Hosiery 15.80 all wool. Heavy Hosiery 15.90 all wool. Heavy Hosiery 16.00 all wool. Heavy Hosiery 16.10 all wool. Heavy Hosiery 16.20 all wool. Heavy Hosiery 16.3

Miramichi and the North Shore, etc.

Star News of Chatham, Newcastle and Richibucto is held over until next issue.

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MUSICAL.—A Concert, embracing some new features, and including the Standard Chorus, is to be given on 13th inst.

PERSONAL.—Rev Mr. Peters, Rector of Bathurst was in town on Tuesday.

1105.—Miramichi Council No. 44, Royal Arcanum, is opened for regular meetings on the 1st inst.

THE BALLS of next Thursday in the Skating rink, to be held by the ladies of St. Andrew's Church, will, no doubt, be a very attractive one.

SUNDAY SERVICES.—The Rector of Chatham leaves this week for Montreal to attend the Provincial Synod.

I. C. R. STATION BURNED.—The I. C. R. station at Derby—formerly Derby Sliding—was destroyed by fire on Sunday morning.

YOUNG FARMERS.—The "Globe" says—"Complaints are being made of the scarcity of young farmers in the Miramichi valley."

FOR DOCKWORK.—An opportunity for the employment of one of the best mechanics of the season is presented in the trip made to Daiktown on Thursday.

THE BRANCH.—The Advocate is still out of temper over the Luddington branch matter and by way of making an apology for her former criticism.

THE LATE MR. BECKER.—The following story is going the rounds.—In Campbellton there resides an old lady who keeps house for a fisherman.

everybody. The weather was charming for the purpose, there being a calm and the sky serene.

THE REVER.—The competition of No. 2 Co. 73rd Batt. was held at the Wellington Range, Chatham, on Wednesday and Thursday last week.

THE FIFTY.—The numbers of the Living Age for August 21st and 28th contain Native India, Asiatic Quarterly, On the Study of Science, by Sir John Lubbock.

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was going into the woods of mental weariness and longed to remain in the quiet recesses of our forests, with which he expressed himself delighted.

Mr. J.'s party at one time encompassed on the shores of Trout Lake. A raft was made for Mr. Beecher, who with his all succeeded in securing a number of trout, which exceeded two pounds each in weight.

LETTERS FROM THE NORTH.—The numbers of The Living Age for August 21st and 28th contain Native India, Asiatic Quarterly, On the Study of Science, by Sir John Lubbock.

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New Advertisements.

CHEAP EXCURSION TO PORTAGE ISLAND, on TUESDAY next, the 7th Sept.

on TUESDAY next, the 7th Sept. The Steamship "MIRAMICHI" will leave Newcastle at 10 o'clock for Portage Island.

NOTICE OF SALE. To Daniel McLaughlin formerly of New Brunswick in the County of Northumberland.

FOR SALE. On Tuesday, 21st Sept. inst., at noon in front of the Benson Hotel, Chatham.

THE LADIES OF ST. ANDREW'S CHURCH CHATHAM intend holding a Mammoth Bazaar.

CHATHAM SKATING RINK, COMMENCING SEPTEMBER 9th. The Rink will be in point of display and general utility.

C. Flood & Sons, ST. JOHN, N.B. Our Warehouses are filled with a choice stock of the following standard instruments:

ORGANOS. These we offer at the LOWEST PRICES CONSISTENT with quality.

Fishing Tackle. The Subscriber has now on hand and is constantly making up for the wholesale and retail trade.

ANGERS' ORDERS, all the leading STANDARD FLIES.

WHIPS! WHIPS. I have just received from Boston the largest and best assortment of whips ever imported to Canada.

CALL AND INSPECT. Type and all other goods in the Hardware line sent out at BOTTOM PRICES.

Sled Shoe Steel, CAST STEEL, IRON AND CHAIN, always on hand.

General Business.

NEW GOODS! NEW GOODS! 7,000 ROLLS 7,000 NEW PAPER HANGINGS!

4 CASES 4 Beautiful Silverware, 85 PIECES NEW PRITS—(NEW DESIGNS), FORKS, & NEW DRESS GOODS!

40 doz. New Hats IN Felt and Fur. NEW WATERPROOF GOODS Ladies' and Men's Clothing.

CHEAP CASH STORE. JAMES BROWN, 201, St. John St., 1886.

NORTHERN & WESTERN RAILWAY. 1886. SUMMER 1886. On and after MONDAY, 14th inst., and until further notice.

FIRE BRICK. 20,000 PRIME WELSH FIRE BRICK FOR SALE.

I. Harris & Son's Smokers' Emporium. WATER STREET - CHATHAM, N. B.

WATCHES AND JEWELRY. In complete and well sold low.

READY MADE CLOTHING. Hats, Shirts and Gents furnishing goods must be cleared out and will be sold at great reductions.

JUST ARRIVED! A large lot of plain and fancy GLASSWARE and BATHINGWARE.

A. H. & H. Marquis, JOHN HAVILAND. 1st PRIZE Silver MEDAL.

TO RENT. North half of DOUBLE HOUSE situate on King Street, Chatham.

MUSICAL. A. W. Smith has just received from the publishers of Chatham, that he is prepared to give instruction in the Violin and Piano.

General Business.

WANTED. A Servant Girl in small family. To one couple of taking charge, and who will be paid.

REMOVAL. The Subscriber has opened his office for the present in the Parker Building adjoining the store of H. A. Mitchell, Esq.

Seaside Hotel. On Building, Market Fishing, Collingdale, and to be had by patronizing the above named Hotel.

Dress Goods Etc. Black Dress Veilings, Plain and Twilled Black.

400 M. SHAVED GEDAR SHINGLES. Will sell in Car Load Lots, small lots to suit Purchasers.

POTATOES, SPILING, BARK, R. R. Ties, Lumber, Laths, Canned Lobsters, Mackerel, Berries, Potatoes, Fish, Etc.

Hatheway & Co. General Commission Merchants, 22 Central Wharf, BOSTON.

Flour, Pork, Fish Etc. 400 Bbls. House FLOUR, 50 Bbls. COOK'S FRIEND, 50 Bbls. PARAGON, 50 Bbls. TRIUMPH, 50 Bbls. FOUNTAIN.

FIRST ARRIVAL. 1886 FALL. FALL 1886. Book Maple Shingles for Lumber, White, Spruce, Fir, and Fancy Planed.

NEW METAL BUTTONS. AND GLASS TO MATCH. Wood and Cellulose Buttons, Silk Handkerchiefs, Fancy Blouse Buttons, etc.

DRESS GOODS. Poole's Cash, Cotton Cloth, Broad Cloth, Fancy Blouse Buttons, etc.

B. FAIREY, NEWCASTEE. LANDING. 1st Granulated Sugar, 100 lbs. per cwt.

MUSICAL. A. W. Smith has just received from the publishers of Chatham, that he is prepared to give instruction in the Violin and Piano.

General Business.

Dr. J. A. Thomson, DENTIST. All work done carefully and satisfaction guaranteed.

EXTRACTION OF TEETH made painless by a New and Simple Method.

SHOVELS. On hand a lot of Shovels. To be sold, lowest prices.

MONEY SAVED! You can save money by buying your Pot, Flour, Apples, Currants, Lard, Butter, Cheese, etc.

TIN SHOP. I have now on hand a larger and better assortment of goods than ever before.

The Perless Creamer, ROCHESTER LAMP, The Success OIL STOVE.

Monday, August 2nd. Whole stock must be cleaned out before SEPT. 1st.

Grocery Department. Offering cheap BARGAINS MAY BE EXPECTED.

COAL. To arrive and daily expected. 225 Tons Old Mine Shingle Coal in the Schooner VERITAS.

Groceries. Groceries and Provisions New and Fresh goods at lowest rates.

GARDING. The subscriber's GARDING MILL at Derby is now in full operation.

A GIFT. In view of the fact that the year is nearly over, and we will mail you a gift.

CONFECTIONERY. Fresh Goods of Superior Quality. Always to be found at M. J. STAPLES'S.

