

# The Union Free Press

A WEEKLY JOURNAL.

W. & J. ANSLAW,

VOL. XVII.—No. 19.

Newcastle, N. B., Wednesday, February 27, 1884.

EDITORS & PROPRIETORS

WHOLE No. 851.

## SPECIAL SALE OF CRETONNES, ETC.

I have just opened my new spring stock of CRETONNES, and invite all my customers and friends to call in and see them. I shall be happy to show them, whether purchasing or not.

Beautiful Patterns, and Far Below Last Year's Prices.

## THE NEW BORDERED CRETONNE

Double Width, the Newest Patterns, only one width required for a Curtain.

## THE NEW SATEN FINISH CRETONNE, JUST LOVELY!

As I cannot replace these Goods at the same prices, all who are likely to want them, should call early and secure first choice.

B. Faurey, House Furnisher, - - - - - Newcastle, N. B.

Newcastle, February 5th, 1884.

### WAVERLEY HOTEL,

NEWCASTLE, N. B.

This House has lately been re-furnished, and every possible arrangement made to ensure the comfort of travellers.

LIVERY STABLES, WITH GOOD OUTFIT, ON THE PREMISES.

ALEX. STEWART,

Latest Waverley House, St. John's.

Newcastle, Dec. 3, 1873.

### CANADA HOUSE,

CHATHAM, N. B.

WM. JOHNSTON, - Proprietor.

CONSIDERABLE only has been made on this house to make it a first class Hotel, and travellers will find it a desirable temporary residence both as regards location and comfort. It is situated within two minutes walk of the business part of the city, its general arrangements being such as to secure the comfort of guests.

JOHN CUTHRIE, Proprietor.

St. John, July 20, 1883.

ALEX. L. WRIGHT & CO.,

MANUFACTURERS OF LUMBER,

BERRY'S MILLS, N. B.

All kinds of Lumber constantly on hand.

ORDERS SAWN TO DIMENSIONS.

March 10, 1883.

WILLIAM STABLES,

Auctioneer & Commission Merchant,

NEWCASTLE, N. B.

Consignments sold and prompt returns made.

AUCTION SALES attended to any place in the County.

Newcastle, May 5, 1883.

James C. Faurey,

Auctioneer and

Commission Agent,

NEWCASTLE, N. B.

MULHALL STORE.

Sept. 25, 1883.

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### HARNESS.

The subscriber is prepared to supply promptly, every description of

Heavy Team Harness & Collars.

Of which he keeps a good stock on hand. Also Team Whips, Horse Blankets, Saddle Pads, Bells, including the Gong Shaft Bell, Curry Combs, Brushes, Molauing Harness Oil, Electric Polish for mountings and the usual variety of

LIGHT DRIVING HARNESS

and other articles usually kept in a Harness Establishment.

Orders respectfully solicited.

JOHN CLARK.

Newcastle, Dec. 1, 1883.

MILLINERY.

Now opened, a full and well selected Stock

consisting of Hats, Bonnets, Feathered Flowers, Birds, Feather Caps, Crapes, Velvets, Satins, the Newest Styles in Ribbons and a large variety of Lace and Trimmings of all kinds. Also

Fur and Swallowtail Trimmings, Mantle Ornaments, Ladies' and Children's Hosiery, Ladies' Wool Vests, Children's Wool Hoods and Dresses, and a large stock of

WOLFS,

comprising Berlin, Victoria, Peacock, Andalusian, Zephyr, Crowl, and Scotch Flannel.

An assortment of

LADIES' PURSES AND HAND BAGS.

Tidies, Pillows, Shams, Slippers, FASCINATORS!!

Jet Goods, Ladies' Collars and Scarfs, other Skirts, Bustles, and a great variety of Millinery usually kept in a well ordered

linery establishment.

E. A. JARDINE.

Newcastle, Oct. 20.

MILLINERY.

A full and complete stock of Millinery

consisting of Hats, Bonnets, Feathered Flowers, Birds, Feather Caps, Crapes, Velvets, Satins, the Newest Styles in Ribbons and a large variety of Lace and Trimmings of all kinds. Also

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### General Intelligence.

England and Egypt.

The Possible Results of the War in the Sudan—Danger to the Gladstone

Canal at the Suez Canal and India Probable.

From an Exchange.

In no one article can justice be done to the great Egyptian question. Not only do the great events of the past

water require special notice, but there are many problems connected with the whole question which are of the most

vital importance, and the whole history leading up to the present result is as

interesting as a good romance. At present this war seems of as much importance to England as to Egypt.

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POLITICAL.

"Before we even enquire whether we are right to grant so large a sum we wish to know what will be left for ourselves. It is not a question of whether we will or not permit of both, then indeed we insist that the Pacific has no better right than we have, and it shall wait with or step behind us."

If there is one point upon which the British are quite pride themselves, it is a devotion to their own Provincial rights, and it is not improbable that they may take a firm stand against Sir John on this occasion. If they choose to do so, they can be the means of saving the Government from any appalling calamity. Why cannot they unite with the Free Liberals at once in assisting Mr. Blaine to stem the tide that threatens to overwhelm us all, and after that nation has been rescued from the danger, to turn with confidence to the consideration of a union with Canada that no wrong shall be done there.

If these extracts mean anything

was not altered, so as to allow the same to be built on the same site, and the witness is of the opinion that the same will not be built, and that the Snowball-Gibson Co.'s had seven years in which to complete the line, so that other Company could obtain a contract within those seven years were up. In that time, said the organ, there will be no subsidies available, and so the County will get no Railway. In short the case was this. A few men in Chatham wish the Railway, which was to be a great public benefit, to be constructed as to serve the purposes of a few capitalists and a small section of the County, thereby lessening the public interest of all the rest of the County. If their demands are not complied with, they boldly threaten, under the columns of their organ, that no Railway shall be built.

turning bark and shipping Extract. It would be readily seen what an immense amount of business for a Railway would be provided by Messrs. J. & J. Miller and the other firms engaged in the same line. And of the other trade, the necessity of diverting the Railway from its legitimate route, would be most disastrous to this thriving part of the Country, for it would simply mean the loss of the immigration of the immigrants of a large portion of the population.

Further up in the Parish of Derbyshire South West Broom, where all the timber which comes down the South River of the Mischinichi and its tributaries, is collected, there are large numbers of men employed during the summer months. At Derby too, are several shippers and dealers in fish who use large quantities of fresh salmon from the rivers of the North of England, Cardington and several stores. At Indianapolis there are the stone quarries of the At-

of our Country, they could not by possibility have done better than to have. They have succeeded admirably. But, is there no reason why to have been successful in this route, they should have taken the Snowball-Gibson route. We have, with great care, searched the columns of the "Advocate" for some such facts and Arguments, but we have not been able to supply them. True, the paper seems weekly, with attempted witicism and argument at the expense of the other route, at and misrepresentation without end. But we have no doubt that the President and Directors of the Northern and Western Railway Company, we have yet to see, in the columns of that paper, a single solid argument in support of the route which would have through column columns numerous, heavy, vulgar, so-disant, and monstrous abuse of the "other side."

That under the Liquor License Act, 1883, Inspectors have been appointed to cooperate in the enforcement of the provisions of the Act, whose duty it is among other things to issue prosecutions whenever they had reason to believe that the Act has been violated. It is the duty of the Inspectors, and these officers are themselves subject to heavy penalties, if under such circumstances they refuse or neglect to prosecute and so neglect a plain duty. Moreover, the Inspectors are authorized to bring proceedings against compounding of offences against the said Acts, they are empowered to do so under the following—Any person who, having view of any of the provisions of this Act, includes both compromises or settles with any person or persons, with the view of preventing any complaint being

the glass coming 10x10 feet in case was too large to get into the store and the endeavor was to cut the glass down to the size of a before fitting it in. Probably due to the frost the glass was brittle and instead of following the diamond the glass skive leaving a long narrow slit on the other pane also met with a failure. In two places, the pane temporarily fixed in place until a proper size can be imported. To height 10x3 feet, facing up street and top of the window as it approaches Messrs. S. & C. The work in this window is to be done next week.

Ladies who do their own house work use Edey's Fragrant Paraffin Soap, the handsomely colored and white.

DEAR SIRS.—According to our accordance with a custom now got politicians in Great Britain and Mr. Laibson pressed this point of the expediency of the measure Monday evening, 18th inst.

He considered it necessary to reasons set forth, among others, last statement, that his vote at the election would be the result of purchase by parties now in power.

He explained why he voted as that if it can be shown that his was the result of any benefits to money or office, he would place himself in the hands of the speaker.

Expressed his sympathy with Shore Bay Chaleur road connecting the I. C. R., at Campbellton.

He said that some things he was doing for Addison were not an impression, although he did not see Mr. Barber's on the cause. It was

been worked on a small scale with any degree of profit. The extent of railway and road construction in the province of the Northwest Territories, and the portion of the road, Queen's Highway, which runs through King's counties, which are all rich. Sir Leonard said himself favorably at least that portion of the line from Lake to the junction with the Ottawa. Feb. 21—The last night was followed by rain. Besides the routine nothing more engaged the House than a question of Mr. Cameron, of Inverness, on the subject of the Customs officials in Cape Breton. The Minister of Customs explained, and the members thereafter joined the sittings of the House at six o'clock.

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