

General Business. JUST RECEIVED, GO CADDIES, AND BOXES, W. G. MACDONALD, TOBACCO, "Napoleon," "Prince of Wales," AND "MARINERS," DAILY EXPECTED, 40 DOZ, Brown's AXES, John McLaggan, Public Wharf, Newcastle. MYER MOSS, BANNON CORNER, Water Street - Chatham. Watch & Chronometer Work in the best manner. PEOPLE'S HOUSE, NEWCASTLE, SUMMER GOODS, Dress Goods in Great Variety, Grey & White Cottons, Staple and Fancy Dry Goods, QUICK SALES AND SMALL PROFITS, OHHEP OASH STORE, JAMES BROWN, COFFINS and CASKETS, J. PHELAN, Undertaker and Joiner, St. Francis St., - CHATHAM, WATER STREET, Chatham, June 8, 1882.

BUSINESS NOTICE. SCALERS' CARDS - Lumber Surveyors' Scale Card for all lengths up to fifty feet and all diameters up to twenty four inches. SHERRY'S AND SUPERIOR AND COUNTY COURT DEBTS. MORTGAGES - Executions for Debt, for Road Taxes, for Poor and County Rates, School Rates, Summons for Debt, for Witnesses in Summary Conviction cases, for Defendants in Debt, for Poor, for Aggravated Assault, for Debt, for Warrants for Arrest, Notices of Claim for Debt - ten cents per docket; fifty cents per hundred.

Miramichi Advance. CHATHAM, SEPTEMBER 14, 1882. The Irish Resolutions. The Toronto Globe, which sent a correspondent to Ireland to make personal enquiries in its behalf in reference to the effect of the Land laws upon the condition of the people, has always appeared to hold the opinion that there is some justice in the claims of those who are endeavoring to effect reform of the abuses that have grown up under those laws. Its London correspondent, in a letter written on receipt of the Canadian Parliament's Irish Address, by the British Government, faithfully reflected the public sentiment on the subject as he found it, this sentiment being of course, about in accord with the London Times article which we recently republished. Some of the Tory papers, which seem always ready to go with the tide, attempted to make a point against the Globe because its London correspondent differed in opinion from the paper itself, with only criticism, the Globe replied, "Every one who has read our columns, even cursorily, since the outset of the Irish land agitation is aware that our opinions on several of the points referred to are the reverse of those advanced by our London correspondent. The Globe's position on the Irish question in its various phases is so well known that it is superfluous to do more than briefly refer to this misapprehension, which may perhaps be shared by others not familiar with our course. At the same time there is no reason to doubt that our London correspondent's expressions faithfully reflect and reproduce English public opinion. That in his daily writing things as they are, not as we would like them to be, and it would be an injustice to him and to the public were to garble his interesting letters by inserting in their stead expressions of English feeling that grated harshly on the ears either of Irishmen or Canadians. Any man who has been in England during the last year or two can bear testimony to the virulence of the anti-Irish feeling, as well as the contemptuous manner assumed in relation to the colonies. With regard to the Irish question there is an evidently increasing acerbity owing to the protracted character of the struggle, and to the effect of the resolutions in the Canadian resolutions in England could truthfully represent that they had been favorably received, or tended to moderate either the exasperation felt towards the Irish or the supercilious air of superiority assumed with relation to "mere colonists." All true Canadians—all subjects who comprehend the true meaning of loyalty to the Empire, and are not merely "jingo's," with no definite conception of the term save that expressed by the Tory press and confined to those who imagine the Empire is contained between the Irish and North seas and the Channel—earnestly desire an equitable and satisfactory settlement of the Irish question. It does so because they recognize in it a potent element of weakness to the Empire, and an irritating cause which alienates the loyalty and sympathy of a large number of its best subjects. But, aside from this aspect of the question, it is interesting—now that the elections are over—to find the Tory press so meekly taking the snubs of Lord Kimberley and the London Times and virtually saying "it's good enough for us and the Irish." They virtually thank the Times for the contempt it expresses for the colonies generally, and Canada and its public men and people in particular. They confess, in effect, that when the Premier of Canada was assisting Mr. Costigan and other public men to frame the now despised "Irish Address," they were indulging in "presumptuous impudence which was 'thinly veiled' treason. In this, they give to the press of the mother country some color of evidence on which to base the assertion that the resolutions were "only a dodge to catch the Irish vote," for they do all in their power to make the world believe that our expression of opinion was not the result of deliberate conviction, but of a meddling interference with a serious question for unworthy and selfish motives, at a time when such interference might do more harm than good. The Canadian Tory papers do not appear to see that in taking this ground they reflect very seriously on the integrity of our public men and admit that our Parliament will, at any time, give its solemn and almost unanimous sanction to an address to the Throne on an impulse based on the most unworthy motives. That is not loyalty—to Canada, at all events.

As Attorney General. That he did not resign towards the end, for as the race drew towards the close, the wind lessened perceptibly—an advantage to "White Wings." For five or ten minutes before the first place in the race was decided, the manœuvring of "Fisherman" and "White Wings" was watched with the greatest interest by the large concourse of people on shore. Short talks were made, "White Wings" having the weather-gage of her opponent, "Fisherman" endeavoring in vain to shake her off. At last both were on the starboard tack, within a few fathoms of the home line, when "Fisherman" tacked and "White Wings" followed suit, not however, without "Fisherman's" bowsprit pushing over "White Wings" port quarter. The intruding bowsprit was shoved off and the two boats went over the line, "White Wings" being two or three lengths ahead. There was great cheering on shore, "Kilbride" came in two minutes later, "Kilbride" third, "Esthetic" was fourth, but not well up, on account of having been put by a Norwegian ship's cutter, whose captain did not appear to have either confidence enough in his boat to enter for the race or courtesy and good sense enough to keep out of the way of the contestants. "K. A. T." came in fifth, her owner looking as well pleased as if he had secured first place. "Fisherman's" Captain noted a protest with the starter, although he did not seem to be in a very serious mood, especially after the owner of "White Wings" declined to try conclusions again, for "a consideration." The general verdict was that the two boats were well matched while Miller's "Kilbride" was a dark horse that might beat either of them "if handled for all that was in her." While the sailing race was in progress, the Raftsmen's Race was called on. It was as follows:— Four-oared, for boats and crews actually engaged in running logs from the booms to the mill-dams, with turn, 1st prize \$12, 2nd do. \$8, 3rd do. \$4.—Entrance \$1.00. The official entries were as follows:— "Aurora," Douglastown, Blue. Jas. Gulliver, Thos. Williston. "Puck," Milton, Red. John Reynolds, Wm. Power. "Nautilus," Milton, White. R. English, Jas. Foster. "Loyalist," Chatham, Blue. (No crew.) The "Nautilus" proved to be a lapstrake boat, half sloop and half raft, although actually engaged in running logs from the booms to the mills. "Loyalist's" owner did not succeed in raising a crew, while "Aurora" did not put in an appearance when called. Thos. Power, Esq., owner of "Puck" claimed that "Nautilus" was a superior boat, but said he would let his crew row sooner than spoil the race. In drawing for position "Nautilus" won the inside place and a good start was effected, the heavier boat going away gallantly with rather the best of the tide owing to her having the outside position. This, however, for her crew rowed well in shore and off her bowsprit until the first half mile was covered, when they kept out further, though still well in of the direct line for their turning point. The turn was made at the same time by both boats but on the home course the lighter boat drew away and won by several lengths—just how many it was impossible to determine as the "Aurora" came in on her first trip from Chatham, and was made fast with her bow against the lower corner of the wharf and her stern away in the stream, so that one boat came in on the inside and the other outside of the obstruction. The Stewards had no control over the "Aurora," however, and were, therefore, not responsible for this. About this time the river and shore presented a lively scene. A very large number of people had gathered, for besides the crews who came on the "Aurora" and "New Era" many had walked from Nelson, Chatham and the settlements, others had come in carriages and small boats which the "Melbourne" did excellent service in the morning by bringing down one of the Bark-Factory decked scows which Mr. Creghan had fitted up with seats and this being moored just above the wharf, with a gangway plank connecting it therewith afforded excellent recreation accommodation.

THE SAILING RACE. This was the first event of the day and was as follows:— For boats of 25 ft. keel and under, from a line off Bushville Wharf to a point near Middle Island and return, 1st prize \$20, 2nd do. \$12, 3rd do. \$6.—The fourth boat to start was "Kilbride," which was the fastest of the race, and was followed by "Red Jacket," "Chatham Head," "Red Jacket," "Miema" was on the course, but her crew were said to be on the "Loyalist," which had not yet arrived and as time was up, positions were drawn "Red Jacket" having the inside "Nelson" second, "White Cloud" third and "Blaskin" fourth. The start being made there was flying water for a time. "White Cloud" and "Nelson" made a pretty race, but either misdeed, fortune, or superior model favored "White Cloud," which won by three lengths, "Nelson" being a good second and "Blaskin" third by ten lengths or more. Blaskin's men claimed that "Nelson" did not turn their buoy, but the matter ended by the pale faces in authority administering substantial justice when prize-paying time came, after hearing the evidence obtainable. SURVEYOR'S PAIR-OARED. This race was next in order and was as follows:— Inrigged, for Juniors (Boys of 16 years and under), 1st prize \$10, 2nd do. \$5.—Entrance free. The entries were,—"Sunbeam," Milton, Red. John McKel, George McGregor. "Pip," Milton, White. Red. Jas. A. Laugan, Archibald McEachern. "Jumbo," Chatham, Blue. Thos. Williston, Wm. Power. "Squire," Nelson, Green. Thos. Lynch, Wm. Hubbard. "Torpedo" did not put in an appearance on account of either one or both of her crew being on board one of the boats in the Sailing race. "Pip" also failed to come to the line. "Jumbo" drew inside position, "Squire" second and "Sunbeam" outside. There was some grumbling on the part of one of the crews who thought the other had a "shell boat" to row in. There was hard rowing from the start, each pair seeming determined to win, but "Sunbeam" had the best of it with "Squire" second, three lengths behind, while "Jumbo" was a not very good third.

DOUBLE SCULLS, JUNIORS. This was the next race and proved very interesting. It was as follows:— Inrigged, for Juniors (Boys of 16 years and under), 1st prize \$10, 2nd do. \$5.—Entrance free. The entries were,—"Sunbeam," Milton, Red. John McKel, George McGregor. "Pip," Milton, White. Red. Jas. A. Laugan, Archibald McEachern. "Jumbo," Chatham, Blue. Thos. Williston, Wm. Power. "Squire," Nelson, Green. Thos. Lynch, Wm. Hubbard. "Torpedo" did not put in an appearance on account of either one or both of her crew being on board one of the boats in the Sailing race. "Pip" also failed to come to the line. "Jumbo" drew inside position, "Squire" second and "Sunbeam" outside. There was some grumbling on the part of one of the crews who thought the other had a "shell boat" to row in. There was hard rowing from the start, each pair seeming determined to win, but "Sunbeam" had the best of it with "Squire" second, three lengths behind, while "Jumbo" was a not very good third.

THE STOLEN REGISTERED LETTERS. P. G. Maguire, the Post Office clerk responsible for the late abstraction of a registered letter package from the bag on the Halifax and Moncton mail, went west on Saturday. Maguire was the quickest and most efficient man in the St. John Post Office. He was a man of generous nature and warm sympathies, and simply fell into evil courses for want of proper restraint on himself. He returned a large part of the stolen money, if not the whole of it, and the department, for want of what might be considered proper evidence to convict, let him go, rather than run the risk of a trial which might end practically in a verdict of not proven. The mode by which the stolen package was taken exhibits great carelessness on the part of other clerks in the St. John Office, and shows that a system which is amply sufficient to protect the public, if properly administered, is useless if not properly cared for. In this case it was Maguire's duty to receive the registered letter package and put it in the bag, seal or strap the bag, another clerk witnessing the performance of this, and the placing of it in an outside bag. Maguire did this, but after he did it, he got the sealed or strapped bag out of its enclosure, cut the strap, and abstracted the package, this action clearly revealing the negligence of the associate clerk, who must have been all the time standing by. All who knew the man will be sorry for his downfall.—Globe of 11th.

General Business. FELLOW'S SYRUP OF HYPOPHOSPHITES, by restoring strength to the nerves and muscles of the stomach, cures dyspepsia, which is but the result of loss of nervous strength, followed by muscular relaxation. GRAND Railway Excursion. Newcastle to St John AND RETURN. Wednesday, the 20th Sept., by which the people of Miramichi will have the best opportunity ever afforded them to visit the Commercial Metropolis for the remarkably low fare of \$1.50. FROM Newcastle to St. John AND RETURN, calling at the different stations as far as Coal Branch, leaving Newcastle Station at 8 a.m., Excursionists will arrive in time to have SIX FULL HOURS in the city, thus enabling them to visit the various points of interest. Ample accommodation will be provided for all who attend, as in case of a large attendance, there will be two trains, each having its REFRRESHMENT CAR, from which refreshments will be conveyed to any part of the train. OUTSIDE CONNECTIONS BY RAIL AND STEAMERS. A special Express Train will leave the Chatham Station at 6.30 a.m., in connection with the Excursion Train at Chatham Junction. Tickets from Chatham and Return, \$1.75. The "Anson" will leave Redbank at 4.30 a.m., calling at Whiteville and Bridgetown, and returning on arrival of train from St. John. Tickets, 25 cents for the double journey. The "New Era" will leave the wharf, Derby, at 5 a.m., calling at Wilson's and the Bark Factory, and returning by 7 p.m. by the Grand Junction. Fare, 25 cts. for the double journey. The next proceeds to be applied for the benefit of the Derby Circuit. NEW RICH BLOOD. PAISON'S PURGATIVE PILLS make new Rich Blood, and will completely change the blood in the entire system in three months, by the person who will take 1 pill each night, or 5 pills at once, may be restored to health, if, by a thing he possible. Sold every where, or sent by mail for eight letter stamps. I. S. JOHNSON & Co., Boston, Mass., formerly Bangor, Me. Selling Out. In order to clear out stock and raise money for my business in New Brunswick, I have made a further reduction on all stock goods, of ten per cent, on purchases made on credit, and on all goods that cannot be allowed in heavy goods as they are now. Selling at Cost. J. R. GOGGIN, Hardware Merchant, Chatham, July 27th, 1882.