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196th Grand Monthly EXTRAORDINARY QUARTERLY DRAWING IN THE ACADEMY OF MUSIC, NEW ORLEANS, Tuesday, September 14. 1886, Under the personal supervision and management of Gen. G. T. BEAUREGARD, of Louisiana, and Gen. JUBAL A. EARLY, of Virginia. Capital Prize,\$150,000 Notice. - Tickets are Ten Dollars only. Halves \$5. Fifths, \$2 Tenths, \$1.

11 CAPITAL PRIZE OF \$150,000 \$150,000 2279 Prizes mounting to. Application for rates to Clubs should be made only to the Office of the Company in New Orleans. For further information write clearly, giving full address. POSTAL NOTES, Express money Orders, or New York Exchange in ordinary tter. Currency by Express (at our expense) address.

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PORK, FLOUR, MEAL, MOLASSES, TEA and a full line of choice family Groceries, Crockery Glass and Earthenware, Boots and Shoes, Hats, Ties and Scarfs, and ready made Clothing. At owest cash prices.

JUSTRECEIVED 10 BARRELS Malaga Grapes,

1 CAR LOAD CHOICE WINTER PPLES, 1 MIXED CAR CANADIAN APPLES

ONIONS CHEESE ETC. ETC

BOTTOM PRICES. SAMPLES' DOMINION Liniment.

TPE BEST EXTERNAL REMEDY before the public for Lameness, Spavins, Sweeny, Sprains, Swellen and Stiff Joints. Scratches, Cracked and Greasy Heels, Horness Galls, Cuts, Sores of long standing, Fistuls, Poll Evil, Warts, Swellings and Also, will eradicate Lumps on the Head and Neck of Cattle; will ure Cuts and Burns upon the Human Body; also, Frost Bites, Chillblains and Salt Rheum.

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DRUGS sold at the lowest possible figure and PATENT MEDICINES at their regul

Flower Pots, Sponges, Toilet articles and Fancy Soaps -ALSO IN STOCK .-

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Notice to Mill Owners.

THE Subscriber is prepared to furnish his PATENT LOG CARRIAGE SHIFTING MACHINE, to any parties requiring the same, or supply drawings, etc., toenable parties to manufactures it for themselves The above is in use in several Mills on this River, a nd perfect satisfaction is guaranteed. Full information given by application to the Sub-

ROBERT McGUIRE. "Imperial Wringer. Wash-tub Stand

Clothes Forks, etc. New devices for convenience on Wash day-ave labor and lighten the work left to be done. H. P MARQUIS, Cunard Street.

125 barrels Patent Flour, Morning Star.

Superior Extra. 50 Oatmeal: 50 Quintals Codfish. 100 Half Chest Tea. 25 barrels sugar. 1000 lbs. Hams and Bacon. 29 barrels Pork. 10 "Choice Plate Beef. 20 dozen Brooms " Buckets. Earthenware in dinner and , Tea sets, Butter Cr ocks, Chamber Sets. &c.

Chatham N. B

1000 rolls Room Paper. ROGER FLANAGAN. Removal.

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

Miramichi Advance,

Imperial Federation

Lord Salisbury was recently waited on by a numerous and distinguished deputation 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 Rulers were on hand. Those two "fads"-Federation and Pres. State National Bank | 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 disintegration, while both have been pushed to extremes by their respective advocates, who show impatience of rational 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 aware of any strong desire to alter that relationship by the substitution of some artificial specific, which might be as burdensome and unequal

> interests of the different parts of the scattered empire must be complex. We have ever present with us-es. pecially 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 attended with a friction which no mere sentimentality can overcome The discussion of the subject in Great Britain has been confined to an educated coterie 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 throb of the national heart. In this, as in other things, there are always people to tell you what you ought to do before they sion referred to the 'deputation labored under the difficulty which Lord Salisbury told them oppressed the subject, 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 descrip-

tion was to kill any scheme. ways be a thing of sentiment, mixed more or less with vital interests. The case of Ireland is at one end 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 of the river, quite an important traffic 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 it can bring people as closely togeth-

er as if at opposite sides of a table. The most important factor in Imperial Federation is the wish of 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 this sentiment lasts, and it will while common sense survives. The only symbol of the empire's unity that may need some extension of a more federated character as to em ployment 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, as Australia is desirous of doing. The protection of commerce and the remote ports of the Empire seems to be the only real and important object which federation would accomplish and that object may be attained without the "unequal Southwest. voking together" which is now the fashionable craze of respectable

From Chatham to Doaktown

A representative of the ADVANCE enjoyed 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 girder of 150 ft. spans, the material in whatever else Chatham may have being principally pitch pine and iron.

of the road to the only hands that seemed capable of properly developing it.

It is an answer to these 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 yet showing the traffic returns-the built of materials picked up on the spot | extent and over which a man could not climb without knocking it down. The rails on it were old iron ones loaned by the Dominion Government and off which of about half a m le per day. The it was almost a relief to passengers for shore abutments and the first of the two

a constantly brightening outlook. It is October the bridge will be completed now only an independent road of nine and the line opened through to Fred 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 water at the only point on the Miramichi where an independent deep water

terminus can be secured. acquainted with the Chatham railway to Doaktown at 12 40 and arrives at Gibas the wide, various and separated a greater or less extent, although it son at 5 o'clock. In a day or twowork that is being done by and in connection with it. For instance, we were | Chatham and Doaktown, daily, connectthe train to start, to find quite a gang division train. It will leave Chatham of men at work constructing cars at a about 8.30 a. m., standard time, giving workshop on the station grounds and on examining the cars-they were the ordinary flats- 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 ready for conversion into railway cars or anything else we need. We have machine works and shops, foundries, etc., and it is well that our railway managers are recognising the fact that the money it costs to make railway cars and many other things that are too know what you want. On the occa- often bought in St. John and elsewhere, ment to our own people.

The Northern & Western tails 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 ends and the other begins. At all events, one is but a continuation of the other, the crossing of the Intercolonial being as near a right The unity of the empire must al- angle one as possible and the line to Junction-being almost straight away or, in railway parlance, on a tangent. There is a platform at Barnaby for the accommodation of that settlement. The station or platform at Cushman's, and known as Derby Siding, is opposite the latter village, from which, as well as the country in the vicinity on this side | Councillor Freeze covered with dust from is enjoyed by the railway, the Derby quota being principally in bank which will, no doubt, always be continued by this route to a considerable extent, the Northern & Western offering a much shorter mileage conveyance from the principal inland hemlock 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 logs are rafted every season. Next is Chelmsford, near the well-known hostelry of Mr. Stephen Duthie, where the line crosses the highway and enters a finely 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 settlement 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 poet-laureate of the district boarded the train with a lot of stuff from his garden and some fish from the

> and, like others, he was delighted over the new era opening up along the The line to Blackville is well constructed and well ballasted, if we ex cept a short section of it above Doyle's Brook, which is, this week, being brought up to the mark. This time B." homeward bound from Banquero, last year, when construction on that part was supposed to be about 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 Bruns-

wick and much better than the major-The Southwest is crossed by a twospan 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. Globe Wed. 25. The centre pier and shore abutments are of cut stone, the bridge a truss-

with its friends. Like the through line side of the river and connect with the twenty feet deep. Engineers at once cut predeminant in Parliament.

practical purposes a part, it was the for the Bartholomew, are in a forward outgrowth of the business requirements state and the masonry first class. of the Miramichi, but as soon as it took | There was a large quantity of freight form in legislation its interests were on the train for Blackville and the bulk mixed up with those of our active poli- and variety of that already there and ticians, who, having served their turn being hauled away would be quite with it for all it was worth, left it on the surprising were it not for the fact that hands of a company whose resources, this is the place to which nearly all as such, were nil and whose only work- for up-river points yet goes-the line -a power the exercise of which saved above Blackville. Mr. E. E. Sullivan the Government's credit, while it in- is the Station Agent here and seems vited the sheriff and led to the transfer to be a very efficient and attentive

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

It is somewhat remarkable that while it is very difficult indeed to obtain ballast on the whole road from Chatham best for its mileage in Canada—that it to Doaktown, there is plenty of it all can now boast of. When it was opened | along the line from Doaktown to Fredless than ten years ago it was partially ericton. This has retarded the work on At Doaktown there is a large ballast

pit from which ballasting was being

done on the western division at the rate

the cars to run. The cars and engines | centre piers of the Doaktown bridge too were second-hand and the whole were finished on Saturday and the other road and equipment were too suggestive pier and abutment on the west side of the St. Andrews and St. Stephen were nearly completed. Workmen railways before they were rescued from were putting up the temporary supports But what is the good of it? Schemers her defeat, a deep rift of division runs all dilapidation by their present lessees. on which to lay the chords for the have, however, put Anticosti on the mar- through the English nation in her favor; its well ballasted solid track of new the bridge would be completed by 1st good round sum, and it is to be resold parish or village where there are not heavy steel rails, its new engines and October. A little allowance, however, under a scheme of settlement. We can hearts beating in unison with her heart, passenger cars and prompt and efficient must always be made for drawbacks of not conceive of anything calculated to do where there are not minds earnestly bent train service, the Chatham railway is now weather and other contigencies, and it more injury to the fame of Canada than on the acknowledgement and permanent

Meantime, the management of th western division, with its customary enterprise, commenced on Tuesday a line from Chatham Junction to deep regular train service between Fredericton and Doaktown, leaving Gibson, opposite Fredericton at 8 a. m., and arriving at Doaktown at 12.10, local Most of our readers, however, are time. Returning the train leaves seems that few of them realise all the Monday next at furthest-a regular ac commodation train will run between agreeably surprised, while waiting for ing at the latter place with the western

and enabling them to reach Fredericton an hour before tea time. Owing to the Doaktown highway bridge having been carried away by freshet last spring the river has to be crossed by means of a decked scow, which well as the means of manufacturing it | from side to side and partially supported by the old bridge piers, The local 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, wooden ones occupying too much space in the river. Some time ago new bridge erected on another site, but is much better spent in giving employ. | the people generally seem to favor

bridge being where it always was. The telegraph line which has been, fo some time, in operation to Blackville being extended to Doaktown. The work men on Saturday last had the posts 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, reminding one of the Douglas Valley, but a far broader landscape Barnaby River-three miles from the A fine view of it is had from the railway, looking down the Miramichi where it presents itself in a wealth of river, islands, woodland, and intervale, flanked by farm houses and backed by the forest.

Just across the Miramichi at Deaktown, almost on the river-bank-and near the busy little mill in which we found ex his clapboard machine -is an elm which attracts the attention of visitors to the locality. It has stood there for a century or more and shows no sign, whatever, of decay. Two of our party on Saturday measured it with a tape line and found its circumference to be seventeen feet at a height of thirty inches from the ground. Its trunk is bifurcated a few feet from the ground and it has, therefore, a long and a short diameter. Measuring it, the long diameter was found to be 84 inches. Its proportions are magnificent in their size and evenness, its height being over one hundred feet. There are few such elms it

In closing our notes of this trip it may not be out of place to mention that our friends at Doaktown are expecting quite a large number of visitors from both Fredericton and Chatham and intermediate points of Thursday next, as excursion trains are to be run on that day from both ends of the railway to that point."

Destruction by Storms.

Reports of the late gale in Nova Scotia ton barquentine, name unknown, laden with rum and sugar, bound for the western coast of Africa, is ashore at Seal Miramichi for the Blackville market 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 Lockeport fishing schooner "Millie with a full fare of codfish, ran ashore on Port Mouton Island Sunday night, is a total wreck. As she dashed on the rocks the main boom crashed and fell, frightfully mangling and killing Capt. Downie. The spot was 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 a line ashore and was drowned in the attempt How the rest of the crew got ashore in the darkness is a mystery. The vessel smashed up to matchwood during the night .-One of the embankments of the Irri-

waddy river burst in Mandalay on Aug 23rd. The breach was 300 yardslong and so rapid was the flow of water that in a to Fredericton of which it is, for all Indiantown Branch. The stone piers the dam south of the city to allow the Mr. Gladstone sees further ground for

water to subside. Fifty thousand persons hope in the abatement that has already are homeless in the city, their houses and taken place in the Tory opposition. 'We possessions having been either submerged hear no more pot-valient language," he or destroyed. A number of persons were says," no more of the Hottentots, and drowned by the sudden in-rush of water, no more of the famous twenty years durhow many has not yet been ascertained, ing which Parliament was to grant special The flooded district had within its terri- powers for firm government in Ireland tory many of the food supply stores, and and at the end of which time in a larger all of these were swept away. The result or less degree the coercion laws might be will be an approach to famine among the repealed and measures of local self-governable function was the power to borrow not being opened for regular traffic homeless population. The river will not ment be entertained." Mr. Gladstone theu fall sufficiently to permit any attempts at goes on to point out that the Unionists reconstruction of the broken embankment are already pledged to an immediate and until November. British military opera. large concession, many of them on such a tions are seriously interfered with by the scale that they give to their death the

their lives in the flood.

The Anticosti Fraud

Intercolonial Exhibition, has greatly impressed the average Briton with the capaprotected by a stake and pole fence the eastern division to a considerable city of Canada. From cold neglect he is aroused to warm enthusiasm. 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 Anticosti settlement scheme, Lawrence, cold and inhospitable, practinection with Eng'ish people should go to great trouble to warn them that Anticosti is the last place in Canada that the settler should go to, that it is in winter practically out of the world, that its climate is very cold, and its agricultural capabilities untested, and that the conditions of life there must be very hard. There is plenty of fertile land available in the Maritime Provinces, and in other parts of Canada, to which settlers will be gladly welcomed. No sane man ought to think of settling on that Island, unless he has found life on the brighter spots of earth a burden.-St. John Globe.

Mr. Gladstone issues a Pamphlet on the Irish Question.

Mr. Gladstone's brochure on the Irish nestion was published on Friday last. passengers time for dinner at Doaktown 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, in which Mr. Gladstone summarizes the following conditions under which alone, in his view, home rule became possible:

First, the abandonment of the hope that Parliamert could serve as a passable legislative instrument for Ireland. Second, the unequivocal and constiutional demand of the Irish members. Scotland in a similar way in circumstances

of equal and equally clear desire. Mr. Gladstone then passes on to defend nimself 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 the charge of Mr. Bright that he had con ceded it unduly, he denies that it is the duty of a Minister to make known ever to his colleagues every idea forming in his mind, which would tend to confuse and retard, instead of aid business. He con-

"What is true is that I had not public y and in principle condemned 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

Mr. Gladstone then goes on to point out that during all the earlier years of his public life, the alternatives were repeal on the one hand and on the other the relief of Ireland from grievances. It was not possible, he says, at that

time to prognosticate, how in a short time Parliament would almost stumble and writhe under the constantly accumulating burdens or to pronounce that it would eventually prove incapable of meeting the wants of Ireland. Evidently there was a Telegraph says .period when Irish patriotism, as represented by O'Connell, looked favorably upon this alternative policy, and hal fixed conclusion as to the absolute necessity for home government and seemed to allow that measures formed in justice to Ireland might possibly suffice to meet the necessity of the case. It was as early as 1871, Mr. Gladstone says, that he took the first steps towards placing the con troversy on its true basis. He opposed Mr. Butt's scheme because the alternative described in the last paragraph had been exhausted, but even at that time did not close the door against a recognition of the question in a different state things, for instead of denouncing the idea of home rule as one in its essence de structive of the unity of the empire, in the following words he accepted the surance given to the contrary:- "Let me do the promoters of this movement the ful'est justice, always speaking under the conviction, as they most emphatically declare, and as I fully believe them, that the union of these three kingdoms under Her Majesty is to be maintained, but that Parliament is to be broken up. Similarly in 1874, Mr. Gladstone accepted, without qualification, the principle that home rule had no necessary connection with separation. Coming to the electoral campaign of 1885, Mr. Gladstone accepted, without qualification the principle that home rule had no nec essary connection with separation. Coming to the electoral campaign of 1886. Mr, Gladstone says his great object was to do nothing to hinder the prosecution of the question by the Tories, but to use his best efforts te impress the public mind with the importance and urgency of the

In the second portion of the pamphlet Mr. Gladstone begins drawing certain lessons from the elections as they affect the Liberal party. He estimates the loss to the Liberal party from the Unionists schism at two-sevenths of the whole, but this fraction is distributed, he points out, very unequally among the classes. It has commanded five sixths, he says, of the Liberal peers, but not more than onetwentieth of the Liberal workingmen. Mr. Gladstone points out that even now reason to reflect over departed glory, it | While at Blackville we learned that few moments the whole district was flooded the Tories have failed to secure an abis not in the direction of her railway in- sub-contractor Maxwell was making from 4 to 20 feet deep. So rapid was the solute majority and draws the final conterests. Ten years ago the Chatham rapid progress with the branch of the flow of water that in a few moments the clusion that at the first moment Liberal-Branch Railway was a tender subject N,&W. that is to run by the North whole district was flooded from four to ism is again united it must again become

name of Home Rule, declaring themselves Later-The damage done by the flood favourable to its principle and only opposalready amounts to \$5,000,000. Many ed to the "awkward and perverse mandead bodies are being constantly washed her in which it was handled by the late administration." "Look at the question," MANDALAY, August 24.—It is now esti. Mr. Gladstone continues," which way we mated that one thousand persons lost will, the cause of Irish self-government lives and moves and can hardly fail to receive more life, more propulsion from the hands of those who have been its successful opponents in one of its particular The excellent display of Canadian proforms. It will arise as a wounded warduce, manufactured and natural, at the rior sometimes arises on the field of battle and stab to the heart some soldier of the victorious army who had been exulting

Mr. Gladstone then looks at the election from a geographical point of view. He points out that even in the case of Eng'and what we have is not really a refusal, but is only a slower acknowledgment. The effect of all this on Ireland he describes as follows: "All the currents of cally ice-bound in winter and cheerless the political atmosphere, as between the With its post and rail or wire fencing, eastern span and the builders thought ket. It has been sold as a whole for a that there is not throughout the land a the equal of any in the country and has is, we think, safe to say that by 15th this Anticosti business, and every honest establishment of her claims to natural exstances what is there, Mr. Gladstone goes on to ask, in separation that would tend to make it advantageous to Ireland? As an island with many hundreds of miles of coast, with a weak marine and a people far more military than nautical in its habits of small population and limited in her present resources why should she expose

herself to the risks of invasion and to the certainty of an enormous cost in the creation and maintenance of a navy for defence rather than remain under the shield of the greatest maritime power in the world, bound by every consideration of honor and interest to guard her. Why should she be supposed desirous to forego the advantages of absolute community of trade with the greatest of all commercial countries to become an alien to the market whose consumers take nine-tenths of her produce, and instead of using the broad and universal paths of enterprise now open to her to carve out for herself new and narrow ways as a third rate State?

Mr. Gladstone next deals with the purchase and sale of land in Ireland, and at the outset acknowledges that the most powerful agent in bringing about the de feat of the Government was the aversion to the land bill. The Siamese twinship of the two bills put to scorn by those for whose benefit it was, in a great part, de-Third, the possibility of dealing with | signed, having been deadly to both, he thinks it his duty explicitly to acknowledge that the sentence which has gone forth for the severance of the two mea. sures is irresistible and the twinship which has been for the time disastrous to the lopes of Ireland exists no longer. At the same time he hopes the partnership between the enemies of Home Rule and the enemies of the land bill, which brought about the result, may now be dissolved. Gladstone believes a measure of self-gov ernment not less extensive than the proposal of 1866 will be ultimately carried. "Nor is it for me," he says "to conjecture whether in this, as in so many other cases, the enemies of the measure are the persons designed finally to guide the triumphal procession to the capitol."

In conclusion, Mr. Gladstone says If I am not egregiously wrong in ail that has been said, Ireland has now lying before her a broad and even way in which to walk to the consummation of her wishes. Before her eyes is opened that same path of constitutional and peaceful action, of steady, free and full discussion which has led England and Scot and to the achevement of all their pacific

The Fish r.os.

A Halifax special of 27th Aug. to the "Things are getting decidedly lively connexion with the fisheries. The Terror s still detained in port by a calm; so is the Portland schooner City Point, which has completed repairs. The Ocean, ready for sea to-morrow and will make a

Greyhound, and the cruiser Acad a will be flying visit to all the fishing stations. "Barrington customs officials are lying in wait for the Gloucester schooner Legal Tender. Three weeks ago, on her way to the western banks, she put into Shag Harbor, where her captain, whose name is Devine, belongs, and shipped several men. Shag Harbor is a small cove to the westward of Cape Sable port and has no customs officer. She got to sea all right and, last night, arrived in Barrington bay, codfish. She entered at the customs house, but instead of sailing, remained in the harbor all night and allowed the men belonging to Shag Harbor to go ashore to see their friends. Early this morning the customs officers went aboard to seiz her for the old offence. Capt Devine immediately weighed anchor, set sails and proceeded to sea. In vain the customs officer tried to make him believe that his vessel had been seized and warned him of the danger of defying the authority of Queen Victoria, as represented in the person of a Canadian tide waiter. When well out to sea, the officials found that they were rapidly proceeding to Gloucester. Not satisfied with stealing Cana- Chatham, 5th July, '86 dian fish, the Yankee skippers are now attempting to kidnap efficient Canadian officials. They wouldn't be kidnapped and so jumped into their boat and rowed back to land. Thinking that the Legal Tender will return to Shag Harbor under cover of night to t-ke on board the men of the crew who went to see their families, the customs officia's have gone there to lie in wait for and make another attempt

"The captain of the cruiser Conrod has written a letter vigorously denying that Americans are fishing inside the limits anywhere, and especially in Baie Chaleur, as far as his observations go."

[The captain of the Conrod is, we fear, not particular about the statements he makes. Americans have been fishing about as they pleased, both in the Baie Chaleur and also in Miramichi Bay. If the captain does not know it, he, thereby, shows that he is not fit for the duty he is supposed to perform. EDITOR.]

IMPORTANT TO

CARDING MILL is now fitted up with improved, and is now prepared to card wool exditiously and well. Wool left at John Brown's in Chatham, and Mrs. Smallwood's Newcastle will be called for weekly and returned.

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All Wool Dress Goods in Nigger Cloth 25c per yd Black Velveteen 35c per yard upwards. Black Braided Jerseys only \$1.00 Ladies' Sacques \$2.00 and upwards. ' Ulsters \$2.00 Hoopskirts 25 cents. Bustles 35 eents heck Ginghams 10 cents worth 15 cents ssamers only \$1.00 ectric Gossamers only \$1.50 Bed Quilts only 75 cents.

All Wool Grey Flannel only 30 cents.

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Red or Scarlet undershirts and Drawers only 68c Grey undershirts and drawers only 60c each. Grey, Cotton and Merino do 30 cents each Grey Knit Shirts 75 cents. Grey and Colored Shirts all wool \$1.00. Men's suits from \$5.00 to \$10.00. Fine Black and Colored Pants only \$2.00 Homespun 40 cents per yard. Heavy Homespun 60 cents, all colors.
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A. J. LOGGIE,

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